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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD

Proceeding	92052197
Party	Plaintiff Terri Yenko Gould, Executor
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Date	08/10/2011
Attachments	Tom Clary 7-15-2011.pdf (85 pages)(5357875 bytes)

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UNITED STATES AND TRADEMARK OFFICE

TRADEMARK TRIAL AND APPEAL BOARD

Terri Yenko Gould,)	
)	
Petitioner,)	CANCELLATION NO:
)	
vs.)	92052197
)	
Supercar Collectibles)	REGISTRATION NO:
limited,)	
)	2049847
Registrant.)	
)	

DEPOSITION OF TOM CLARY

Taken on Friday, July 15, 2009

At 5:45 o'clock p.m.

CABOOL, MO, Missouri

REPORTED BY: MELINDA R. HUTSON, CCR 1297

1 APPEARANCES BY TELEPHONE:

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P R O C E E D I N G S

Whereupon--

TOM CLARY

of lawful age, was called as a witness, and having been first duly sworn to testify the truth, the whole truth, and nothing but the truth, was examined and testified as follows:

DIRECT EXAMINATION

BY MR. BULLWINKEL

Q. Tom, tell us your name, and current address and what you do for a living.

A. My legal name is Lyle Thomas Clary, but I go by Tom. My address is 306 Waters Street in Alton, Missouri. I'm owner and manager of three funeral homes.

Q. What's your date of birth, sir?

A. 3/2/1952.

Q. Were you aware in the 1960's of a racecar preparer name Don Yenke?

A. Probably would've been the early seventies when I became aware of Yenke's.

Q. All right. And can you, very briefly, summarize your history with the man Yenke and the name Yenke and the Yenke cars since that time?

A. I mean, through the years, back then I

1 graduated high school in '70. I was into muscle
2 cars and reading the muscle car magazines, of
3 course, could not afford them but followed them.
4 Then as time went on with a family I kind of got out
5 of it. But back in the late nineties I kind of got
6 back into muscle cars and I purchased my first
7 Yenko, which was a '69 Camaro and that's when I kind
8 of got active involved in the history and also the
9 promotion of the Yenko name and Yenko cars.

10 Q. Did there come a time when you approach
11 the Yenko family to set up a club that would keep
12 the name going?

13 A. What happened was after I purchased my
14 Camaro I thought there would be lots of clubs and
15 events for Yenko's. Come to find out, there wasn't.
16 And I happened to read in a magazine there was a
17 gentleman by the name of, John Connolly, who in the
18 magazine said he was representing the family, was
19 having an auction and was going to do a reunion. I
20 traced him down. He lived outside of Pittsburg. I
21 called and we had a good visit but he indicated that
22 he was not going to do a reunion or anything. And
23 that's when I thought well, it would be kind of
24 cool. We had several conversations. That's when he
25 gave me permission, to not only do the reunion, but

1 form the club. That was through John Connolly who
2 in the letter, you know, at the time told me I know
3 he was friends with Hope Yenke. In fact, he
4 arranged to have her to fly in for the first
5 reunion and also, I think, he cc'ed the letter that
6 he gave me to both Terri and Lynn.

7 Q. You mentioned Hope Yenke. Who is she?

8 A. That was Don's first wife.

9 Q. Okay. And then did the Yenke family
10 contact for you then evolve into other people?

11 A. Yes, it started through John, like I said.
12 Hope came to the first reunion we had which was in,
13 I think, '99. After that we exchanged e-mails. I
14 kept in contact with her. She would always tell me,
15 she would relay the information to the girls,
16 meaning Terri and Lynn. And that's how I became
17 acquainted eventually with Lynn and Terri, was
18 through their mother.

19 Q. I'm going to ask you some questions that
20 are going to track the declaration that you signed.
21 Do you remember signing a declaration earlier in the
22 case?

23 A. Yes.

24 Q. Uh, maybe since you ought to know what
25 we're talking about, the court reporter could mark

1 that as Petitioner's Exhibit?

2 MR. BUYAN: Objection. George, we've been
3 over this. Those have been stricken from the
4 record. If you want to take testimony take
5 testimony. I'm not going to put a testimonial
6 declaration into this record.

7 MR. BULLWINKEL: Fine. I just want to
8 have this piece of paper marked with a number so
9 that--

10 MR. BUYAN: Oh, okay, I object.

11 MR. BULLWINKEL: All right. You object.
12 Ms. Reporter would you please take that piece of
13 paper that Mr. Clary is handing you and mark it
14 Petitioner's Twenty-six^B. Now, would you look at the
15 other exhibits that you have brought with you there.
16 Particularly, numbers Fifteen through Twenty-five.
17 And go through them one by one and tell me if you
18 recognize them and if you do what they are and how
19 you personally know what they are. We'll start with
20 Fifteen.

21 A. Okay. Fifteen seems to be taken from
22 Yenkostinger.com, a website.

23 Q. Have you ever seen it before?

24 A. I'm familiar with the gentleman that runs
25 that sight. His name is Charlie Dorage. I hope I'm

1 pronouncing that correct.

2 Q. And from your personal knowledge of Don
3 Yenke and his history, is the information on there
4 substantially correct.

5 A. Yes, Charlie has done a lot of research,
6 yes.

7 Q. Let's take the next one, Sixteen.

8 MR. BUYAN: I'm going to interpose an
9 objection to Exhibit Fifteen for lack of
10 authentication. And just for the record, I want to
11 make it clear that the grounds for objection to
12 marking of the declaration as an exhibit is based on
13 the lack of a stipulation for entry of testimony in
14 affidavit or declaration form. And the trademark
15 trial and appeal boards order striking that
16 declaration from the record.

17 Q. Well, fine. Maybe it's going to get in
18 again. But, I want to make sure it has a number on
19 it if we are going to talk about it. Now, we're
20 going to sixteen. Tom, can you tell me if you know
21 where that came from and how familiar you are with
22 the information on it?

23 A. I am somewhat familiar with this. I think
24 this is another website. We know Jack. I'm just
25 vaguely familiar. Through the years I've had people

1 ask me about this. Sometimes they are accurate,
2 sometimes they're not because they get their
3 information from various sources. And through the
4 years there's been a lot of misconceptions, as far
5 as, history goes with Yenko. But, I am somewhat
6 familiar with this.

7 Q. Have you, in your capacity as an officer
8 of the Yenko Sports Car Club, tried to keep some
9 more accurate records of the history of the Yenko
10 cars?

11 A. We have, but, I really don't branch out to
12 sites like this. It's basically, we do within our
13 site, within our club. We try to be as accurate as
14 we can and provide information as we can. We were
15 just involved recently in a book and we tried to
16 provide, for that book, as much accurate information
17 as we could.

18 Q. Let's take the next Exhibit, uh,
19 Seventeen.

20 MR. BUYAN: I'm going to object to that
21 exhibit on grounds of lack of authentication.

22 Q. All right. Can you look at number
23 Seventeen, Tom, and tell us if you know what that
24 is?

25 A. It appears, Seventeen, is taken from the

1 Yenke.net website, it appears. I was trying to see
2 if there's anything that says that. But it does
3 look familiar.

4 Q. I will represent that that's exactly where
5 I got it. And is this information which the
6 Yenke.net website maintains for the public and for
7 the members of the club?

8 A. Yes, this is open to anyone who goes to
9 that website, yes. This information is readily
10 available.

11 Q. Who compiles this information and makes
12 sure that it's correct?

13 A. Basically, there's myself, there's a
14 gentleman by the name of Marlin Spotts who has an
15 informal organization, I guess, called the Yenke
16 deuce registry. That's the '70 Yenke's he's kinda
17 into. And a couple others. We just share
18 information and paperwork.

19 Q. To the best of your knowledge and belief,
20 is this information that is compiled here accurate?

21

22 A. To the best of my knowledge it is, yes.

23 Q. Let's take number Eighteen.

24 MR. BUYAN: We'll object to Exhibit
25 Seventeen on grounds of lack of authentication.

1 Q (By Mr. Bullwinkel) Let's look at number
2 Eighteen. Can you identify that?

3 A. Yes, this was a show that I attended in
4 Chicago.

5 Q. And did you see some of those cars there
6 when you were there?

7 A. Yes.

8 Q. Can you just describe the sort of cars
9 that you saw there and their association with the
10 Yenke name?

11 A. Yes, five of the photos are of presumed
12 real Yenke cars and the sixth one is a junior
13 dragster with the Yenke logo on the side.

14 Q. What does that indicate to you, as a long
15 time auto enthusiast, about the continuing interest
16 of the public in Yenke and its automobiles?

17 A. Well--

18 MR. BUYAN: Objection to the question on
19 grounds that it illicit an expert opinion.

20 Q. In your personal opinion, Tom, what did
21 your observation at that show indicate about the
22 level of interest of the public, the automotive
23 public and the Yenke name and brand?

24 A. It's very high.

25 Q. Let's look at Nineteen. Can you tell me

1 what that is?

2 MR. BUYAN: We object to Exhibits Eighteen
3 on grounds of lack of authentication.

4 A. Number Nineteen appears to be die-cast
5 models.

6 Q. Did you see those die-cast models at the
7 show that you were at in November of 2009 in
8 Chicago.

9 A. Yes, and actually visited with the
10 proprietor of the booth, yes.

11 Q. And as far as Eighteen is concerned, do
12 those photographs truly and accurately reflect the
13 cars that you saw there at that time?

14 A. Yes.

15 Q. Going back to Nineteen, who was the
16 proprietor of that booth, if you recall?

17 A. If I remember correctly I think Jim
18 Sullivan was running it. No, Jim Thorne, excuse me.
19 I think it was James or Jim Thorne was actually
20 there that day. I know it was one of them because
21 they recognized me and we visited a little bit.

22 Q. Did he have any connection with the
23 manufacturer or sale of these cars, to your
24 knowledge?

25 A. As far as I know, he's one of the owners

1 of the company.

2 Q. Which company?

3 A. Supercars collectibles.

4 Q. Yes, all right. Let's go to number 20?

5 MR. BUYAN: Objection to Exhibit Nineteen
6 on grounds of lack of authentication.

7 Q. Number Twenty, Tom, is that something that
8 you saw on or about the time it appeared on the
9 newsstands?

10 A. It appears to be an article in Motortrend.
11 I will have to say that I did not see this issue.

12 Q. In your experience, does Motortrend
13 sometimes do special issues for certain kinds of
14 cars?

15 A. Through the years they have, yes.

16 Q. And let's take--

17 MR. BUYAN: We will object to Exhibit
18 Twenty on grounds of lack of authentication.

19 Q. Let's go through Twenty-one through
20 Twenty-four quickly, can you look at those and tell
21 me if you've seen them before and are they examples
22 of anything that you've seen in the popular press
23 pertaining to automotive? I think it was
24 Twenty-one.

25 A. Yeah, I'm looking at Twenty-one, it

1 appears to be an article from Popular Mechanics,
2 which I do not subscribe. I did not see that
3 article but it looks consistent with, you know, I am
4 familiar with Popular Mechanics magazine.

5 Q. And does Popular Mechanics magazine
6 sometimes have articles about specialty cars?

7 A. Yes.

8 Q. And taking the next one, which is
9 Twenty-two, do you recognized that?

10 MR. BUYAN: We will object also to Exhibit
11 Twenty-one on grounds of lack of authentication and
12 lack of personal knowledge.

13 Q. Look at Twenty-two, Tom, and tell us if
14 you recognize that?

15 A. It appears that it's talking about the car
16 that was in the Fast and Furious movie. Which was a
17 blue Yenko Camaro it looks like, you know, its
18 black-and-white but, you know, just kind of glancing
19 at this.

20 Q. Did you see that movie?

21 A. Uh, yes, I have.

22 Q. Did that movie have a Yenko Camaro in it?

23 A. As far as the cars goes, it was one of the
24 stars, yes, of course, I'm partial being to Yenko's,
25 but yes.

1 Q. About what year did that movie appear or
2 do you recall?

3 A. Boy, I don't know. Four of five years
4 ago. I really don't know. There's been two or
5 three since. It may have been longer than that. I
6 saw the original because, like I said, there was
7 a--I like car movies and there was a Yenko Camaro in
8 there, a '69.

9 Q. Okay. Let's look at number twenty-three.

10 MR. BUYAN: We will object to Exhibit
11 Twenty-two on grounds of lack of authentication.

12 Q. Back on twenty-two, is the car pictured
13 there the car that you saw in the movie Fast and
14 Furious?

15 A. Looks very similar, I mean, this is a
16 black-and-white picture and this is a '69 Yenko
17 Camaro. The one in the movie was blue, and I'm
18 assuming, lemans blue which was one of the colors in
19 the movie. But now they did use, I understand, five
20 or six cars but this looks very similar, if not the
21 car, one of the cars in the movie.

22 Q. Turning now to twenty-three, does that
23 look familiar to you or the subject in twenty-three?

24 A. This is a Yenko S/C clone, movie car, yes.
25 From a Fastlane Classic Cars it looks like.

1 Q. Is that the car that you seen on the
2 screen in the movie, Fast and Furious?

3 A. I'm assuming, you know.

4 Q. As far as you can tell it looks like it?

5 A. As far as I can tell, yes.

6 Q. Now to twenty-four, Tom, can you tell--

7 MR. BUYAN: I object to twenty-three on
8 grounds of lack of authentication.

9 Q. Turn to twenty-four, Tom, tell us what
10 that is?

11 A. This is an advertisement, or actually, an
12 order form for a book written by Bob McClurg, "The
13 Man, the Machines and the Legend." And actually, I
14 was instrumental in getting Mr. McClurg started on
15 this and putting him in touch with the various
16 individual to do the book. Very familiar with the
17 book.

18 Q. That is an actual book, which in your
19 experience, was offered for sale to the public?

20 A. Yes.

21 Q. And the last one is number twenty-five.

22 MR. BUYAN: Objection to twenty-four. We
23 object to Exhibit Twenty-four on grounds of lack of
24 authentication and the copy appears to be
25 incomplete, at least on the copy that I have.

1 MR. BULLWINKEL: What's incomplete about
2 it, Rob?

3 MR. BUYAN: The right margin is cut off.

4 MR. BULLWINKEL: Okay. Well, mine is too.
5 Looks like about two or three characters on the
6 right have been cut off on that.

7 Q. Then number twenty-five, can you tell us
8 what that is, Tom?

9 A. It's a company that's producing cars and
10 kind of called the Yenke Wildfire. I think the name
11 of the company may be Wildfire.

12 Q. Is that a company you know anything about?

13 A. I'm familiar with them. I've had a couple
14 of discussions with the owner of the company, yes.

15 Q. Who is that?

16 A. Bill, I want to say, Rea. It's been quite
17 a while back.

18 Q. And if it is Bill Rea, R-E-A, what if
19 anything, was his relationship to Don Yenke and the
20 Yenke cars, if you know?

21 A. I mean, according to him he was friends
22 with Don back in the day. Actually, they did some
23 racing together, I believe.

24 Q. Do you have any reason to believe that is
25 true?

1 A. I have no reason to doubt it.

2 Q. Let's get to some conclusions here, which
3 I'd like you to give me your own personal
4 experience. Yes, Rob.

5 MR. BUYAN: I want to interpose an
6 objection on Exhibit Twenty-five for lack of
7 authentication.

8 MR. BULLWINKEL: Understood. So Tom, from
9 your personal knowledge, your personal experience,
10 not as an expert in any kind of marketing. In your
11 opinion, have you observed an active market and
12 interest in Yenke automobiles at the present time?

13 A. Yes.

14 MR. BUYAN: Objection to the question on
15 grounds that it requires an expert opinion from
16 Mr. Clary.

17 Q. Again, Tom, in your personal experience
18 what kind of prices do genuine Yenke automobiles
19 bring on the open market today? Give us an example,
20 perhaps.

21 MR. BUYAN: Objection to the question on
22 grounds that it requires an expert opinion from
23 Mr..Clary.

24 MR. BULLWINKEL: Go ahead, Tom.

25 A. Basically, the '70, what's called the

1 Yenko Deuce have been selling from the hundred,
2 \$150,000 range. The 1969 Yenko Camaro, one just
3 recently sold at auction for \$340,000, this was in
4 May. The '69 Yenko Nova is valued at four to
5 \$500,000 and more. The Yenko Chevelle's, one sold
6 there for, I think, \$220,000. So, that kind of
7 gives you a figure on some of the cars.

8 Q. And what is your basis of this knowledge?

9 A. The '69 Camaro sold at Mecum auction for
10 \$340,000 and there was one or two Chevelle's. I
11 think the one sold for \$220,000. These were
12 actually at auctions. The other ones just word of
13 mouth that I heard. A couple people that sold their
14 cars.

15 Q. Are these things that you generally keep
16 in touch with in your position as the head of the
17 Yenko Sports Car Club.

18 A. Well, as head of the club but also as I
19 own several Yenko's so I kind of follow the market
20 just when they're your investment, you kind of
21 follow what they're doing. And also I have
22 to--basically, I have them insured so that's another
23 reason I kind of have to know the values for my
24 insurance carrier.

25 Q. Can you tell us the make and type of each

1 of your own original Yenko cars?

2 A. I have a 1969 Yenko Camaro, a 1969 Yenko
3 Nova, a 1970 Yenko Nova and I have a 1971 Yenko Vega
4 and I have a 1969 Yenko Chevelle.

5 Q. Do you know anybody else who has as many
6 original Yenko's as you do?

7 A. There's a few scattered throughout the
8 United States that have more.

9 Q. Okay. Let me just think of a couple
10 wind-ups. Oh, I know. I think I learned from Mr.
11 Buyan earlier this week that there was a change in
12 the ownership of the domain name of Yenko.net, can
13 you explain how that came about? What difference
14 there is today from what it was before?

15 A. Basically, how that came about, the club
16 as I call it, which is just basically Yenko.net or
17 the Yenko Sports Car Club kind of has two major
18 entities, that is the website and also we put what's
19 called the supercar reunion. Because of the economy
20 the hosting all of that, we were going in the hole.
21 And this past summer we were analyzing, we were
22 going to have to make some changes, going to have to
23 do some cut-backs. There was a couple prominent
24 members who heard about it and wanted to get
25 involved. We sat down and thought how best could we

1 assure that the club continued to prosper and grow
2 as it has for the past 14 years. We came up with a
3 plan that they would purchase the domain name,
4 Yenko.net, which would be the website. I would
5 remain involved and also that I would keep the
6 supercar reunion, I would run that. But we would
7 work together on the two entities and that's
8 basically how that came about.

9 Q. Well, going forward Tom, how, if at
10 all, does that change the running of the Yenke Sports
11 Car Club for its members?

12 A. There's probably, in fact, it's already on
13 the board, it was just announced that there was
14 another moderator or administrator what was going
15 on. Except for that there should be no changes.
16 Everything should run as it is. Part of the
17 agreement was that I would stay involved, my son,
18 who was the webmaster would help. The gentleman
19 that was appointed in charge has been one of my
20 advisers and moderators for eight or ten years.
21 Basically, there will be no major changes.

22 Q. Did you run this past Terri Gould Yenke?

23 A. Yes, we've had a nice visit about it. She
24 felt very comfortable and like myself that this was,
25 in the long run, was best for the Yenke Sports Car

1 Club, yes.

2 Q. So, is this a real change in ownership or
3 just passing the torch to someone who will continue?

4 A. This is a real change in ownership as far
5 as the Yenke domain name.

6 Q. But the continuation of the services
7 offered by--under that name, how is that--is that
8 going to change?

9 A. Uh, on the website possibly. It's really
10 undecided because part of it was they wanted me to
11 stay involved, which I plan on, like I said, doing
12 the reunion. I know the family. So, at this point,
13 no major changes because I'll still be involved.
14 Right now I'm still the president of the club. So,
15 really except for them purchasing the domain name
16 and a couple minor changes, nothing has changed.

17 MR. BULLWINKEL: All right. I have no
18 further questions on direct but I will just remind
19 you and the reporter that we do need to have this
20 typed up and you need to read it and sign it, at
21 some point. So, I will turn this over to opposing
22 counsel.

23 CROSS EXAMINATION

24 Q (By Mr. Buyan) Mr. Clary, when did you first
25 become aware of die-cast models, Yenke die-cast models

1 being sold in the open market?

2 A. I became aware at the first supercar
3 reunion I hosted. Supercar Collectibles approached
4 me about doing a special model for the first
5 reunion.

6 Q. Who at Supercar Collectibles approached
7 you?

8 A. I believe it was Jim Thorne, I believe,
9 who at the time owned a Yenko car.

10 Q. Okay. And did Supercar Collectibles
11 provide die-cast models to you at the time?

12 A. No, they did not. It ended up that a
13 gentleman by the name of Mike Simpson who worked for
14 one of the gentleman that was helping host the event
15 by the name of, Cliff Earnst, he got involved and he
16 actually did the reunion model that year. I think
17 he bought them from Supercar Collectibles but Mike
18 Simpson did this.

19 Q. What was that reunion model specifically?
20 What type--what kind of car?

21 A. I believe it was a gold 1969 Yenko Camaro.
22 Because Mr. Earnst, we had the first reunion at his
23 hotel and car collection, actually owned the
24 prototype gold Yenko and I believe that was the
25 die-cast replica of that car.

1 Q. And it had the Yenke logo on the model
2 itself?

3 A. Yes, I mean, it had the stripes and the
4 emblems and everything on the die-cast. The box had
5 the logos and everything, yes. And for the reunion
6 they put a special sticker for the reunion. But
7 yes, it was all stickered up, lettered up as Yenke,
8 yes. As the orig--

9 Q. Was the model available generally to the
10 public?

11 A. Yes, the model as a whole was available to
12 the public and I think they did one hundred and
13 fifty with a special reunion sticker on it. A
14 limited number, but the model, as a whole--I think
15 in the beginning they did a limited number because
16 they started with gold and they did all six colors.
17 I want to say they started out with like 1500. Then
18 they got up to 2000 or 2500. But they were
19 available to the public until they sold out.

20 Q. Uh, and that was the 1999 reunion,
21 correct?

22 A. If that was the first one. That sounds
23 correct. It would be supercar reunion one. Which
24 we called the Yenke reunion/supercar reunion. '99
25 sounds correct.

1 Q. Okay. Late '90's?

2 A. Yes, yes. The first reunion. Yes, late
3 '90's. We're getting ready to host number fourteen,
4 so that sounds right.

5 Q. Okay. You mentioned that Mrs. Yenko, Hope
6 Yenko attended that same reunion, is that correct?

7 A. That is correct, yes.

8 Q. Did she receive one of these models?

9 A. I have no idea. That I do not know if
10 Mr. Simpson would have provided her with one or not.

11 Q. Were the models on display at the show?
12 Was there like a display table or some sort of a
13 display showing the models?

14 A. Actually, I don't remember because
15 supercar--as far as I remember, Supercar
16 Collectibles was not involved in the show directly.
17 And so I don't think, I don't think they were but I
18 can't say a hundred percent sure. I do not
19 remember--because I did set up a table for Ms.
20 Yenko, Donna May Mims and a couple other celebrities
21 were there. I had a table for them to sign t-shirts
22 and autographs. But I don't remember anything about
23 the die-cast being on display.

24 Q. Were these die-cast models sold at the
25 show or were they available for sale?

1 A. Not that I remember. I did not purchase
2 one, and not that I remember.

3 Q. Were they free to registrants at the show?

4 A. No, no, I don't remember seeing that at
5 the show. I can't say a hundred percent sure they
6 were not there. I do not remember seeing them at
7 the actual first show.

8 Q. At the reunion?

9 A. At the reunion, yes.

10 Q. But they were the commemorative model for
11 that reunion?

12 A. Yes.

13 Q. So, how would people acquire them? Was
14 there an order form on your website? Or how would
15 people acquire them?

16 A. Through the Supercar Collectibles website
17 I'm assuming. And through our website and word of
18 mouth, yes.

19 Q. Do you recall what the price was?

20 A. I want to say \$100. But I could be off on
21 that. I would say in that range.

22 Q. Okay. And Mr. Connolly also attended that
23 first supercar reunion?

24 A. Yes, he did.

25 Q. Do you recall whether he received one of

1 the models?

2 A. I have no way of knowing. No, not that I
3 know of, but I don't know.

4 Q. Okay. Were there any other Yenke family
5 members at that first reunion?

6 A. No, family members. There was Donna May
7 Mims, which was a secretary and I think other duties
8 with the original Yenke dealership. And also a good
9 friend of Don by the name of Ed Lowther was there
10 also, were the celebrities.

11 Q. I'm sorry, could I ask you just to repeat
12 the last name, Ed Lawler?

13 A. It's L-O--L-O-W-T-H-E-R, he was a friend
14 of Don's, a racing buddy. It's Ed Lowther, Ed
15 Lowther, I'm not for sure how it's pronounced. He
16 wasn't a family member. He was a racing friend. He
17 came with Mr. Connolly. And shared some stories of
18 racing with Don with us while he was there.

19 Q. Okay. Now, do have a die-cast
20 commemorative model for each of the supercar
21 reunions?

22 A. Yes, I do.

23 Q. Okay. Other than the first reunion that
24 we just discussed, were there other reunions where
25 the die-cast commemorative model was a Yenke

1 Chevrolet?

2 A. In later years, yes.

3 Q. Do you recall which years those were?

4 A. No, I do not. Because, I know, like the
5 second or third through there, I did them myself
6 through the club and they were Baldwin motion cars
7 and through the years there's been Berger, Harrell.
8 I really don't remember what years were Yenko.

9 Q. Do you remember how many years you had
10 Yenko models?

11 A. No, I do not.

12 Q. Do you remember other than that first
13 reunion when you acquired from Mike Simpson, do you
14 remember where you acquired the Yenko models in
15 subsequent reunions.

16 A. Basically, once it became Yenko's there
17 was a--never did do the Yenko's myself. I just
18 allowed a third-party company to do them. I know
19 the last two or three it was a company by the name
20 of Performance Year Enterprises. And they actually
21 got the models from Supercar Collectibles when it
22 was Yenko.

23 Q. Okay. Did you discuss the models with any
24 members of the Yenko family?

25 A. No, sir. I haven't. It really never

1 was--I never was into the Yenko models as far as
2 selling, buying, producing, so I never did, no.
3 Because I knew the Supercar Collectibles was doing
4 that and I never did really get involved in that.

5 Q. Now, we have a copy of a letter from John
6 Connolly Motorsports to you. And it was previously
7 marked as Petitioners Exhibit Six, I believe that's
8 right George, is that correct? Exhibit Six?

9 MR. BULLWINKEL: Exactly right.

10 Q. Okay. And that was a letter of permission
11 from John Connolly Motorsports to Tom Clary. Other
12 than that have you received any license, permission
13 or consent from the estate of Donald Yenko?

14 A. Not in writing. No, I have not.

15 Q. Have you received any other license,
16 permission or consent in non-written form?

17 A. I mean, I guess--that's hard to say. Ever
18 since I met Hope, we've emailed back and forth and
19 told her what I was doing. The last few years I
20 became friends with Lynn Yenko and I've had
21 conversations with Terri and they know what I'm
22 doing. So, in a way, I guess they've approved to
23 what I've been doing orally. They've never did
24 object so, to that point, that's how it's gone.

25 Q. Have they given you permission to sell

1 goods labeled with the Yenko trademark or the SYC
2 trademark?

3 A. No, I have not asked, I mean, as far as
4 Yenko goods. I've never sold anything with Yenko on
5 it. The SYC I never asked their permission because
6 that was kind of our logo. No, they have not given
7 me permission to do that.

8 Q. Now, the SYC logo was actually used on
9 Yenko automobiles in the seventies was it not?

10 A. A few of them.

11 Q. The--

12 A. The actual logo--go ahead.

13 Q. The logo was coined by you. That was a
14 trademark used on Yenko cars when they were
15 manufactured.

16 A. It was on the--there was a sticker on the
17 headrest of the '69 Chevelle's. As far as I know,
18 Yenko never trademarked it. As far as I know, all
19 that Yenko trademarked was the Yenko crest. But
20 when we started the club we looked at a logo and we
21 called it the Yenko Sports Car Club so that's where
22 we came up with SYC in our logo.

23 Q. Do you know what the acronym stood for
24 when it was used on the actual Yenko automobiles?

25 A. That's actually been up for debate. Some

1 of them think Yenko Sports Cars Inc. Some of them
2 think Yenko Supercars. It's been debated what the
3 SYC stood for. Even what SC stood for.

4 Q. Have you had occasion to file federal
5 trademark applications in the name of Yenko Sports
6 Car Club?

7 A. Yes, a few years ago, someone advised we
8 might want to do it. I don't know how many. My son
9 made a couple registrations. They were denied. We
10 got the letter that we would need to get an attorney
11 and follow up. Basically, it died because it got to
12 the point expense and knowledge. We weren't
13 knowledgeable enough to do it and expense. And we
14 didn't follow through.

15 Q. Did you have permission from the estate of
16 Donald Yenko to file those trademark applications in
17 the name of the Yenko Sports Car Club as opposed to
18 the name of the estate.

19 A. I mean, basically, with the letter and we
20 had been operating that way and I guess, you know,
21 right or wrong, I assumed we had their permission to
22 protect the name of the club.

23 Q. Okay. Do you recall filing specimens
24 along with those trademark applications?

25 A. I'm thinking we--you've got to send a

1 picture. I think we may have did a T-shirt because
2 we have done t-shirts since the first reunion and
3 there may have been a bumper sticker and something
4 else as far as specimens that we've used, SYC.

5 Q. Okay. Is it--and I'm looking at one of
6 the registrations right now. Do you recall using a
7 Yenko license plate as a specimen for a trademark
8 application in which you sought to register the mark
9 Yenko for goods?

10 A. Was it a license plate frame?

11 Q. Uh, I'm referring to--

12 A. As far as I know, we've never done a--I'm
13 trying to think. I don't think we've ever done a
14 license plate. We did do a license plate frame that
15 said Yenko Sports Car Club. And I believe at the
16 bottom it said, member and maybe had some stars. We
17 did do a frame. I don't remember doing a plate.

18 Q. Okay. What about a key-chain?

19 A. As far as I know, we've never done a
20 key-chain.

21 Q. Do you have a license plate that says
22 Yenko on it?

23 A. Uh, I may somewhere because they
24 have--there's a lot of the catalogs and everything,
25 it's pretty common. The embossed plate with the

1 Yenko crest on it. I possibly have one.

2 Q. But you have not sold those?

3 A. No, I have not. Like I said, we have--we
4 did produce a license plate frame but no license
5 plate, that I recall.

6 Q. You say you produced the license plate
7 frame. Have you sold it?

8 A. Basically, what we did, we had it produced
9 and anyone that made a donation to the club, we gave
10 them a frame.

11 Q. Okay. What about key-chains or key-fobs?

12 A. No, no, sir.

13 Q. So, you've never sold key-fobs or
14 key-chains?

15 A. No, sir.

16 Q. What about garments, clothing?

17 A. We have T-shirts with the reunion logo on
18 the back each year. It will say SYC with the Yenko
19 Sports Car Club underneath, our logo on the front.
20 Then we have hats that are similar that a friend had
21 produced and we've sold those. So, caps and
22 T-shirts.

23 Q. You say that a number of catalogs have
24 Yenko license plates available, when did you first
25 become aware of those?

1 A. Oh, I've been aware of the Yenko stuff
2 since '98. Ever since I bought my first Yenko, you
3 know, because actually I restored it myself so I had
4 several Camaro catalogs which, you know, the Yenko
5 items have been pretty prevalent forever. So, they
6 were in the catalogs. You know, stickers, emblems,
7 plates, I mean, lots of stuff like that.

8 Q. So when you restored your Yenko Chevrolets
9 you purchased some new parts to use in the
10 restoration process?

11 A. A few. Most of them we reconditioned.
12 But, I had to buy a few new parts, yes.

13 Q. Do you recall what types of parts you
14 would have purchased to use in restoring your Yenko
15 Chevrolets?

16 A. I would have, you know, the door seals.
17 Now, I don't know if you mean specific Yenko or just
18 on the '69 Camaro.

19 Q. Well let's start with specific to Yenko.

20 A. Okay. It had the original emblems on it
21 so I did buy a reproduction set of emblems. What we
22 call the Yenko crest. And the stripes came with the
23 car. I'm trying to think anything Yenko specific.
24 That probably would have been it, was the Yenko
25 crest emblems that go on the car.

1 Q. And that's for just one of your Yenko's or
2 is that all you bought for all of your Yenko's?

3 A. Well, that was on the '69 Camaro. That
4 was the first one I restored. But I did the same,
5 the second one I restored was the '69 Yenko Nova.
6 Basically the same. I bought reproduction emblems
7 for it. I just recently did the '70 Nova and I did
8 the same--actually, I bought the reproduction Yenko
9 crest emblem's and there's a distinctive on the
10 Nova, it's a 427 emblem. I bought that reproduction
11 also.

12 Q. What do you mean by reproduction?

13 A. Basically, there's original which would
14 have came from the Yenko dealership. And then
15 there's actually reproduction that companies like
16 original OER produces, sells through numerous
17 catalogs that's reproduced.

18 Q. So, during the 1990's were original Yenko
19 parts available?

20 A. Yes.

21 Q. Where were they available from?

22 A. In the '90's, probably that's before
23 e-bay. There were certain collectors possibly at
24 swap meets, you know, areas like that. If you knew
25 somebody that had happened to have some through the

1 years that maybe they got them from Yenko or
2 wherever, just areas like that.

3 Q. So, these would've been old parts that had
4 been acquired either as part of the Yenko automobile
5 or as spare parts back when Yenko Sports Cars
6 Incorporated was still in business?

7 A. Yes.

8 Q. Okay. So, those would be original
9 replacement parts?

10 A. Right.

11 Q. Okay. Can you name sources that you're
12 aware of who sold reproduction Yenko replacement
13 parts in the 1990's?

14 A. Boy, I would have to--I'm thinking maybe
15 Year One may have been in business then. You know,
16 it's one of those at the time on the Camaro--I'm not
17 for sure who. Like I said, I would just hate to
18 venture a guess because I've looked at a lot of
19 catalogs and everything since then. I think maybe
20 Year One, but, I wouldn't swear to Year One.
21 Because I just had two or three--I want to say
22 Rick's First Generation maybe. There was two or
23 three companies that specialized in Camaro parts. I
24 had their catalogs. Every so often I would order,
25 you know, the parts as I was moving forward that I

1 needed.

2 Q. Okay. The first one you mentioned, if you
3 could just clarify, did you say Year One as in
4 Y-E-A-R or Euro One?

5 A. No, Year One is a major restoration parts
6 company.

7 Q. Okay.

8 A. And if I didn't use them on the first car,
9 I did in later years. I'm not a hundred percent
10 sure they were in business in 1999. I think they
11 were but I'm not a hundred percent sure. But I have
12 bought for my other cars. I have bought--but it's
13 Y-E-A-R space O-N-E. Year One.

14 Q. Okay. Thank you. Now, what about
15 non--other Chevrolet parts that are not specific to
16 Yenko parts?

17 A. Uh--

18 Q. I'm speaking now about the 1990's. Where
19 were those parts from? Who made those?

20 A. Back then there was what was called NOS
21 which is New Old Stock that was made off the
22 original molds. There was quite a bit available
23 through swap meets. There was vendors that
24 specialized in that. And then also, of course,
25 there was reproduction parts through the various

1 companies. Some companies specialized in all
2 Chevrolets. Some of them are specific such as
3 Rick's First Generation. It's just first-generation
4 Camaro's. There's companies that just do Nova parts
5 and various but they carry, you know, a lot of times
6 NOS and reproduction.

7 Q. Okay. What types of parts would you have
8 purchased for your restoration products on the Yenko
9 Chevrolets that were non--not Yenko specific parts?

10 A. I used both. Especially in the later
11 years because NOS or original parts have become
12 very, very expensive. A lot of the times because
13 there's so few left and people that's doing concours
14 restorations are wanting those parts are very
15 expensive. So, a lot of the times I will use
16 reproduction because I don't do concours
17 restorations and so I have to kind of settle for the
18 reproduction parts versus the original NOS parts.
19 Occasionally I will use the--if I can find a NOS
20 parts I will use them at a reasonable cost but most
21 of the time I use reproduction.

22 Q. Okay. Now, are you familiar with my
23 clients catalog company, Classic Industries?

24 A. Yes. In fact, I've actually ordered
25 several items from Classic Industries, yes.

1 Q. Did you ever discuss with members of the
2 Yenko family the availability of parts from sources
3 other than the estate of Donald Yenke?

4 A. I'm not for sure what you're asking here.
5 I mean, I've really--with the family, I've never
6 really discussed restoration or, you know, or parts
7 or any of that. As far as doing my cars or any of
8 that through the years. There's never really been a
9 discussion, you know, of any of that. They've never
10 asked and we've really never got into it.

11 Q. Okay. Could you have fully restored your
12 Yenko Chevrolets without the availability of
13 restoration parts?

14 A. Yes. I mean, all of my cars I could have,
15 you know, to a point, you know, because you can have
16 the bumpers re-chromed, yes, I could have done it
17 without restoration parts, yes.

18 Q. If there were missing items, you certainly
19 can't create something from scratch. I mean, let's
20 say an emblem is missing. What would you do if it
21 weren't available as a restoration part?

22 A. You basically would be looking for a nice
23 used part or what they call NOS, which is new old
24 stock which is a left over original item and you
25 would search for those.

1 Q. I see. So, things like junkyards or used
2 car parts suppliers?

3 A. Yes.

4 Q. Okay. Is the Yenko Sportscar club a
5 corporate entity?

6 A. It's a Missouri not-for-profit
7 corporation.

8 Q. Okay. And--

9 A. Which now--go ahead.

10 Q. Are you the sole shareholder?

11 A. Basically, I don't know if they are
12 shareholders. It's a member club and there's a
13 board of directors and I'm the president.

14 Q. Okay. Now, you had testified that the
15 Yenko.net domain was recently sold.

16 A. Yes.

17 Q. Was the Yenko Sportscar Club corporate
18 entity sold as well?

19 A. No, it was not. Basically, I did change
20 the name of the not-for-profit corporation. And I
21 changed that to the supercar reunion because it's
22 going to remain and we're going to promote the
23 supercar reunion.

24 Q. And you did that by filing a name change
25 with the state?

1 A. Yes, with the State of Missouri, yes.
2 Amended articles of corporation, yes.

3 Q. Do you recall when you did that?

4 A. It's been within the last week, week to
5 ten days.

6 Q. Now, the Yenko.net domain, that was
7 originally registered in your name personally, is
8 that correct?

9 A. That sounds correct. My son, oldest son,
10 would have took care of that. He's the computer
11 whiz. So, that sounds correct.

12 Q. And it's now been sold to whom?

13 A. Okay. The gentleman, I'm not for sure.
14 My son's the one that changed the regis--the domain
15 name, the actual funds came from a Mr. Tony Lucas
16 and one of his corporation's.

17 Q. How much did he pay for it?

18 A. Part of the agreement I couldn't discuss
19 that. So, I don't know legally if I can or not.

20 Q. Why can't you discuss it?

21 A. Part of--the legal agreement was that I
22 wouldn't disclose the terms of the sale. Part of
23 the actual buy, sell agreement.

24 Q. So, there's a written buy, sell agreement?

25 A. Yes, there is.

1 Q. Who are the parties to it?

2 A. Mr. Lucas, one of his corporations and
3 myself and Robert Clary and Johnathan Clary, we're
4 the members of the board of the Yenko Sportscar
5 Club, the actual not-for-profit corporation.

6 Q. So, that ownership has already changed and
7 the new owner is now in place. What role does Mr.
8 Lillard play, Charley Lillard?

9 A. I'm not for sure his financial investment.
10 But, he was the--basically, the one that we were
11 told that was going to run the site now and to
12 change, as far as, make him an administrator and
13 provide him with the codes, etc. to run Yenko.net.
14 Like I said, I have no way of knowing if he has a
15 financial interest or not. That I don't know.

16 Q. Okay. I would like to take a break right
17 now and what I'm going to do is just step out with
18 Mr. Leonard and just talk to see if we have other
19 questions. It's probably best to just keep the
20 phone line connected rather than to try to
21 reconnect. George, do you agree?

22 MR. BULLWINKEL: Oh, sure. Just try to
23 make it brief.

24 MR. BUYAN: We will try to make it as
25 quick as we can. Just give us a couple of minutes.

1 (BRIEF RECESS)

2 MR. BULLWINKEL: We will go back on the
3 record and finish up.

4 Q (By Mr. Buyan) Mr. Clary, when did you first
5 become aware of Yenko Wildfire?

6 A. That was maybe eight or ten years ago. A
7 gentleman, he had just produced a Corvette with
8 Yenko striping and he was wanting the approval of
9 the club and he contacted me.

10 Q. Did you grant your approval?

11 A. No, I did not. We had some negotiations
12 and basically, we just went our separate ways.

13 Q. Did you discuss it with any of the Yenko
14 family members?

15 A. I honestly don't remember. Actually, I
16 did not--actually, he said that he was friends of
17 the family and he actually talked to--lived outside
18 of Pittsburg, and actually was in contact with John
19 Connolly, Donna May and he had--supposedly he had
20 several of them on board and he was just wanting to
21 bring it to our reunion and our endorsement.

22 Q. Do you know how many Yenko Wildfire cars
23 have been produced?

24 A. Every once in a while when I'm on the
25 internet and reading about Yenko, I'll read and I

1 don't think very many. But, I really have no idea
2 until I saw this that Mr. Bullwinkel sent me. I
3 didn't even know if he was still in business or not
4 producing cars.

5 Q. Okay. Do you still own a 2010 Yenko
6 Camaro?

7 A. I own a 2010 Camaro with the Yenko stripes
8 and emblems, yes.

9 Q. But you don't consider it to be a Yenko
10 Camaro?

11 A. In a roundabout way like tributes and
12 replica cars, I do. Because of that and also
13 because--because of the connection with the family.
14 Lynn Yenko has been--was aware of it before I
15 started. Actually, Terri also the family and they
16 were aware of it and have had no objections. So, in
17 a roundabout way as a tribute or--as a tribute car,
18 I guess.

19 Q. You said Lynn Yenko was aware of it before
20 you started. Before you started what?

21 A. Before I decided to do a car. To get a
22 '010 and put the Yenko stripes on it and show it
23 with my other cars.

24 Q. So, you basically built the car yourself?

25 A. Oh, yeah. Well, I subcontracted a

1 company, you know, basically a graphics company and
2 then the motor has been, you know, hopped up. The
3 company did that. Basically I subcontracted--but,
4 basically, I did it myself, yes. Not hands-on but I
5 did it myself, yes.

6 Q. Did you use any purchased reproduction
7 parts on that car?

8 A. Yes, I did.

9 Q. Which ones?

10 A. Well, basically, as far as, Yenko,
11 actually--and I think from Mr. Leonard and one of
12 his companies, actually I guess two of his companies
13 because they were in OER boxes and I think they came
14 from Classic Industries. It may have been DNR, I'm
15 not for sure. One of the companies. I actually
16 bought some Yenko crest emblems and the 427 emblems.

17 Q. Okay. I will be back with you in just
18 one second. I'm trying to read something here,
19 okay?

20 MR. BULLWINKEL: Okay.

21 Q (By Mr. Buyan) Mr. Clary, you are familiar
22 with the COPO acronym as it pertains to Yenko
23 Chevrolets?

24 A. Yes, I am.

25 Q. Central Office Production Order, is that

1 correct?

2 A. That is correct.

3 Q. You had given some testimony earlier about
4 valuation of these cars. In general, are the COPO
5 Yenko Camaro's more valuable than other Yenko
6 Camaros?

7 A. The Yenko COPO, I'm just going to
8 pronounce it that way, if that's okay.

9 Q. Okay.

10 A. Is more valuable than a COPO from another
11 dealership, another Chevrolet dealership besides
12 Yenko, most cases, a similar car, a Yenko, will
13 bring more money than just a COPO from another
14 dealership.

15 Q. The value of a particular Yenko Camaro
16 relates to it's condition and state of restoration,
17 is that correct?

18 A. Absolutely. But, of course, paperwork,
19 history, but yes, all of that factors in, yes,
20 original components, yes.

21 Q. When you say paperwork other than just
22 title documents, are you talking about like service
23 records?

24 A. Well, no, I'm talking is--like, usually
25 you don't find in a Camaro, but a Chevelle's, some

1 of the Nova's, may have a build sheet that came from
2 the factory. There's some cars out there that
3 actually there's original paperwork from Yenko
4 Chevrolet, as far as, the invoice, maybe a build
5 sheet, maybe a window sticker, protector plates, it
6 varies. But, of course, the more paper you have the
7 better to prove the car and it's just, as far as
8 collectors they just like--they like paper.

9 Q. Okay. Mr. Clary, I think we're finished.
10 And I thank you very much for your patience and I
11 know it's pretty late in the day over there. But,
12 thank you.

13 A. You're welcome.

14 MR. BULLWINKEL: I just want to make sure
15 the reporter has Exhibit's Fifteen through
16 Twenty-five that we talked about and I would like
17 her to include Twenty-six even though it was
18 objected to, so we know where it is, with the
19 transcript. That will be all for me.

20 (Signature Reserved .)
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CERTIFICATE OF REPORTER

STATE OF MISSOURI)
) ss:
COUNTY OF TEXAS)

I, Melinda Hutson, Certified Court Reporter, within
and for the State of Missouri, do hereby certify
that the witness whose testimony appears in the
foregoing deposition was duly sworn by me, that the
testimony of said witness was recorded by me to the
best of my ability and was thereafter reduced to
written form under my direction.

I further certify that I am not a relative or
employee of counsel of any of the parties, nor a
relative or employee of the parties involved in said
action, nor a person financially interested in the
action.

Melinda Hutson, CCR 1297
Melinda Hutson, CCR No. 1297

1 RE: TERRI YENKO GOULD V SUPERCAR COLLECTIBLES
Case Style:
2 Case No.

3 CERTIFICATE OF OFFICER AND
STATEMENT OF DEPOSITION CHARGES
4 (Rule 57.03(g)(2)(a) & Sec. 492.590 RSMo 1985)

5 DEPOSITION OF TOM CLARY
TAKEN ON BEHALF OF PLT
6 07/15/11

7 Name of person having custody of original transcript:
GEORGE BULLWINKEL
8

9 TAXED IN FAVOR OF: GEORGE BULLWINKEL

10 TOTAL.....\$178.50

11 TAXED IN FAVOR OF: ROBERT BUYAN

12

13 TOTAL.....\$76.50

14

15 Upon delivery of transcripts, the above charges had
not been paid. It is anticipated that all charges
16 will be paid in the normal course of business.

17 Melinda Hutson/417.962.4861

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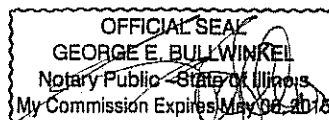
IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD

Terri Yenko Gould, Executor,)	
)	
Petitioner)	
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v.)	Cancellation 92052197
)	
SuperCar Collectibles, Limited)	
)	
Registrant)	
_____)	

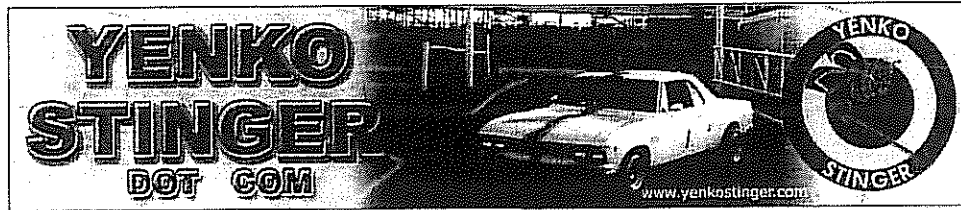
DECLARATION OF TOM CLARY

TOM CLARY, being hereby warned that willful false statements and the like so made are punishable by fine or imprisonment, or both under 18 U.S.C. 1001, declares that the foregoing transcript of his testimonial deposition taken July 15, 2001 is true and correct, excepting only the corrections (if any) noted on the attached page.

Signed: Tom Clary
Date: 8-2-2011



P-15



DON YENKO the man

(Page Last Updated 08/16/2009)

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The standard Don Yenka publicity photo.

Who was Don Yenka? Well, he was an adventurer, a dreamer, a guy that really liked to get things done and have fun while he was doing it.

Don was born on May 27, 1927 in Monongahela Pennsylvania of Frank & Martha Yenka. He helped his mom & dad at their Chevrolet dealership in Bentleyville for years and as a young boy found his love for flying. He graduated Bentleyville High School and went on to graduate Pennsylvania State University. He served as a meteorologist in the USAF and came back home to Canonsburg, where his dad had opened Yenka Chevrolet on Pike Street.

He loved Corvettes and racing them. The dealership became a center for high performance Corvettes in the 50's and Don was in the midst of it. In the 60's he road raced the early model Corvair and by the middle of the decade decided to create some competition using the all new redesigned for 1965 Corvair.

The Stinger was born in late 1965, early 1966 and was an unqualified success. He next took on Chevrolet's new Camaro and succeeded with that. Later on the Nova, Chevelle, Vega, and Citation all fell under the touch of Don. The last few years of his life found him playing with Porsches and Hondas.

Everyone who met Don noted the fun he had with them, whether it was him playing jazz piano, riding dirt bikes, flying, driving, or whatever... He died while on a business trip flying his Cessna 210M from Clarksburg to Charleston West Virginia on March 5, 1987. He will always be missed by his many friends, family, and hordes of high performance automobile lovers the world over



42786



Charlie



P-16

We know Jack!

Chevy Performance was Spelled "Y-E-N-K-O"

Yenko Chevrolet, was first known as Yenko's Central Garage and located in Bentley, PA. It became a franchised Chevrolet dealer in 1934. In 1947, the dealership moved to nearby Canonsburg, PA. This is where the hi-performance division of Yenko was created. Yenko Sportscars, Inc. (sYc), as it was known, was the brainchild of the Yenko's only child, Donald Frank "Don" Yenko.

It has been over 20 years since the last Yenko was produced, it is impossible to be involved with Chevy musclecars and not hear the name Yenko mentioned. Yenko built cars are some of the rarest and most sought after musclecars ever built, demanding a high price if you ever see one for sale. Any musclecar collector would love to have at least one "Yenko" in their collection. Even us Blue Oval guys. At car shows across the country, enthusiasts flock to get a glimpse at one. There seems to be something magical about cars that carry the Yenko name.

Don, not one to do things in a small way, set about turning a portion of his Dad's Chevrolet dealership into a race shop, a place where not only were Don's race cars were maintained, but where other area racers could have their cars maintained as well. By 1957, Don succeeded in making his Dad's dealership into a speed shop for Chevy cars, where customers could order hi-performance parts at the counter for their 265's and 283's, or leave their car at the dealership to be worked on by Don's race mechanics.

Sometimes in the 1960's car business, actual performance wasn't enough. Perceived performance was just as--if not more--important than what actually happened out there on the street from light to light. Pop culture sang songs about fast cars. And the guy who could lay the longest patch of rubber got the girls. Most historians consider the "Musclecar Era" starting when Pontiac dropped a big block 389cid in the Tempest/LeMans mid-size platform, and gave birth to the famed GTO.

In 1967 at the height of the musclecar wars, you could buy any number of Mopars with a 426 Hemi or 440 wedge motor. Ford's were popping up all over the place with dual-quad 427's. Low Risers, High Risers, even an SOHC 427 Ford was built. It soon became obvious that more power was needed--or at least perceived to be needed--under the hood of the soon to be released Camaro. But the General (GM) had a policy. No more than 400 cubic inch engines in intermediate and compact cars. If the Camaro was to be marketed successfully against the other performance pony-cars, Mustang, Barracuda, Firebird, and the rest of the musclecar pack, Chevrolet was going to have to level the playing field.

For 1969, which would prove to be his most productive year, Don went all out. Besides his already successful Yenko Camaro, Don saw the need to offer a 427 Chevelle and a 427 Nova. As with the '67 and '68 Yenkos, the engine of choice was the L-72, 427cid, 435hp Vette engine. But even Don could not get Chevrolet to put a 427 into the lightweight Nova. This had to be done at the Yenko dealership.

The 1969 Yenko Chevelle came equipped much like the Camaro, using COPO 9562

and COPO 9737. Colors included Garnet Red, Butternut Yellow, Lemans Blue, Dover White, Daytona Yellow, Fathom Green, Hugger Orange and Olympic Gold, and you could opt for a vinyl top here too, available in several different colors. It is thought that less than 100 "Yenko Chevelle's" were produced, making it more rare than the famed '69 Yenko Camaro.

By the end of 1970, high insurance costs had reduced the market for super cars and it was evident to Don Yenko that Chevrolet was no longer going to offer any high horsepower engine options and was instead starting to produce smaller cars. With the newly released 1971 Vega (a small, 4 cylinder economy car), Don looked at the Vega and saw his next project, the "Stinger II". It was to have fiberglass front and rear spoilers, special Yenko graphics and a turbocharger. But, just as Don was ready to release the latest Yenko on the performance market, the EPA heard what he was intending to do. The EPA informed Yenko that the "Yenko Turbo Vega" would need to pass EPA certification before it could be sold to the public.

This certification process would require a test run of 50,000 miles under the scrutiny of the EPA. The Yenko staff had rented a racetrack and were prepared to complete the certification test, but at the eleventh hour, decided not to do it. Don went ahead and produced his Yenko Vega, but without a turbocharger. The turbo had to be purchased separately as an aftermarket item. It is unknown how many Yenko Vega's were ever produced, with few documented examples surviving today.

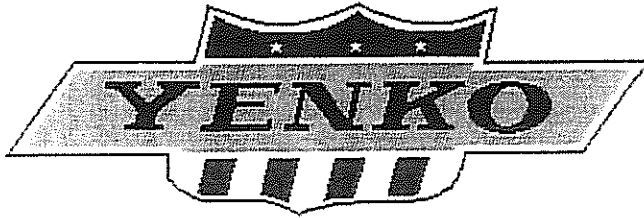
Just as Chevrolet was changing directions, so was Yenko, as in 1972 they held a ground breaking ceremony for a new modern facility in McMurray, Pennsylvania. Except for a limited number of "special purpose" race cars, Yenko was now out of the business of building and selling hi-performance cars. Instead, Yenko Sports Cars had started publishing a hi-performance parts catalog. Here, customers throughout the country could order all sorts of hi-performance parts for their Chevrolet products. Everything from Yenko stickers to an all aluminum big block 427. This block was the same famed ZL-1 power plant made famous in Can-Am racing and in the ill fated 1969 ZL-1 Camaros and Corvettes of Fred Gibb.

Yenko had received permission to produce this block when Chevy had abandoned the ZL-1 project. The only difference between the Yenko version and the ZL-1 version was the Yenko name cast in the front of the block. The majority of these aluminum blocks were used in boats and for stock car racing. It is unknown how many of these blocks were sold, but many of them are still around today.

Yenko's last creation was called the "Yenko Turbo Z". Built using the 1981 Z-28 Camaro, Yenko added a turbocharger to the cars 350cid engine. The "Turbo Z" could be ordered in two different stages. Besides the turbo, the Stage I cars received a special Yenko designed graphics package, by now a staple on all Yenko cars.

Stage II cars received the turbo, the graphics, a special nosepiece, different wheels and tires, Koni adjustable shocks and special leather racing style seats. It is believed that only 19 Turbo Z's were ever built, with only 2 in Stage II trim.

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Yenko Chevrolet
575 West Pike St.
Canonsburg, PA

What can you say? Don Yenko, the son of the founder of Yenko Chevrolet, was the man behind the '69 COPOs, and was probably the best known and largest supplier of muscle cars back in the 60's and 70's. Don started using GM in 1965 to get special Corvairs, then moved on to transplanting 427s into Camaros in '67 and '68. In '69, Yenko used the COPO pipeline to get factory 427s in Camaros and Chevelles, then transplanted a few 427s into some Novas. In '70, he again used his COPO ties to get an LT-1 equipped Nova. From there, he began hot rodding Vegas and then produced a few hi-performance Camaros in '81.

Click below to jump to:

[1966-7 Yenko "Stinger" Corvairs](#)

[1967 Yenko Camaros](#)

[1968 Yenko Camaros](#)

[1969 Yenko Camaros](#)

[1969 Yenko Chevelles](#)

[1969 Yenko Novas](#)

[1970 Yenko "Deuce" Novas](#)

[1971-3 Yenko "Stinger II" Vegas](#)

[1981 Yenko "Turbo Z" Camaros](#)

NOTE: This page is "a work in progress", and will be updated as we acquire more information, and learn more about Yenko Chevrolet and the cars that they built.

1966-1967 Yenko "Stinger" Corvair



1966

Number produced:

4-speeds: 100

Autos: 0

Total: 100

RPO #s ordered:

3900CC Ermine white exterior paint

3F41AA Heavy duty suspension

3M20BB Four speed transmission

3N44AA Special steering

The M-21 close-ratio transmission was ordered for all of the '66 Stingers.

3758DA	Black interior trim	
COPO #s ordered:		
9513A	3.89 positraction differential	<i>The 3.89 positraction differential was not available for any other Corvair in 1966, but it could be purchased over the counter at Chevrolet.</i>
9861E	Independent brake unit	<i>Dual Master Cylinder Unit. It is believed that this application was taken from a 1966 Cadillac.</i>

In '66, the Stingers were sold in various stages (I, II, III, or IV), from street cars to all out SCCA race cars, but all of the first 100 cars came painted white. Also, all of the '66 Corvairs came from GM as "Corsas". Don ordered 100 COPO Corvairs, and tagged them YS-001 through YS-100

1967

Number produced:

4-speeds: 25 Autos: 0 Total: 25

COPO #s ordered:

9513A	3.89 positraction differential	<i>The 3.89 positraction differential was not available for any other Corvair in 1967, but it could be purchased over the counter at Chevrolet.</i>
9551B	140 horsepower engine	<i>The 140 HP engine option was discontinued for 1967, but it was still available as a COPO option.</i>

In '67, Chevrolet dropped the Corsa model from the Corvair line, so Yenko was forced to order Monzas instead. These cars were ordered either Marina Blue or Bolero Red, as the SCCA had dropped the rule that all American made SCCA cars be white. The '67 COPO "Stingers" were tagged YS-107 through YS-120, while the non-COPO '67s were tagged YS-102 through YS-106 and YS-121-YS-9700

Stingers tagged after February 1967:

Number produced:

4-speeds: 60 Autos: 0 Total: 60

This is a '66 Yenko Stinger Corvair racing in the SCCA. This was Don's first real dealings with using the COPO pipeline to get the *ideal* car for that type of racing. Here is one of the first 100 Stinger Corvairs built. This car was set aside and painted "Silver Pearl" and was used as Yenko's family driver. The Stingers proved to be another one of Don's good ideas.

1967 Yenko Camaro



Number produced:

4-speeds:

Autos:

Total: 107 (est.)

In the first year of the Camaro, Yenko figured out quickly that a potent 427 was needed, as in this Black '67 Yenko Camaro.

1968 Yenko Camaro



TUNED

CANONSBURG, PA.

Number produced:

4-speeds: 65

Autos: 0

Total: 65 (est.)

RPO #s ordered:

L-78

396/375hp "L-78" engine

This was the highest rated 396 available in the Camaro. Some historians feel that all of the '68 Yenko COPO Camaros came with the L-78 installed at Chevrolet, while some believe there were a few L-72s installed by Chevrolet.

COPO #s ordered:

9737

Sports Car Conversion

This added heavy duty suspension components, a 140 mph speedometer, and a larger carb.

COPO engine code: **MV** = 4-speed

COPO rear end code: **QD** = special HD, 4.10 posi

Transmission code: **P0xxxB** = M-21

Here is the '68 Yenko Camaro give-away car. Notice the unique for '68 hood hiding the 427. Here is an even better look at the hood on a blue '68 Yenko Camaro. Unsure which color to choose? Well, would you rather be subtle, like this Island Teal car, or announce your presence with this red car?!

1969 Yenko Camaro



TUNED

CANONSBURG, PA.

Number Produced:

4-speeds: 170

Autos: 28

Total: 198

RPO #s ordered:

C08	Roof cover, vinyl	<i>Optional</i>
D55	Console	<i>Optional</i>
D80	Spoilers, air: front and rear	<i>All '69 Yenko Camaros were ordered w/spoilers.</i>
G80	Axle, rear, posi, 4.10	<i>A 12 bolt housing with a special ring/pinion replaced the standard units under COPO 9737.</i>
J50	Brakes, power	<i>This option was required by Chevrolet on all COPO cars ordered.</i>
J52	Brakes, power disc front	<i>This option was required by Chevrolet on all COPO cars ordered.</i>
L78	396/375hp "L-78" engine	<i>This was the highest rated 396 available in the Camaro, and was replaced with the L-72 when COPO 9561 was ordered.</i>
N40	Steering, power	<i>Optional</i>
U17	Instrumentation, special	<i>Optional</i>
U63	AM radio	<i>Optional</i>
VE3	Bumper, special front	<i>Optional</i>
X11 or X44 or X66	Fisher Body Code	<i>Early cars were either X11 or X66, while cars built after March are X44.</i>
Z21	Exterior style trim group	<i>Optional</i>
Z23	Special interior group	<i>Optional</i>

COPO #s ordered:

9561	427/425hp "L-72" engine	<i>This deleted RPO L78 and added RPO L72, along with RPO ZL-2 (cowl hood), RPO V48 (heavy duty 4-core radiator), and RPO F41 (high performance suspension w/special springs/shocks).</i>
<i>COPO engine code: MN = 4-speed, MO = automatic</i>		
9737	Sports Car Conversion	<i>This added 15 x 7 Rally wheels, a 140 mph speedometer, and a 13/16" front stabilizer shaft.</i>
<i>COPO rear end code: BE = special HD, 4.10 posi</i>		
<i>Transmission code: P9xxxB = M-21 or 69Xxxx = 400TH</i>		

6 Colors Ordered:	Stripe color:	
<i>Daytona Yellow (code 76)</i>	Daytona Yellow w/white stripe	<u>Daytona Yellow w/black stripe</u>
<i>Fathom Green (code 57)</i>	<u>Fathom Green w/white stripe</u>	Fathom Green w/black stripe
<i>Hugger Orange (code 72)</i>	<u>Hugger Orange w/white stripe</u>	<u>Hugger Orange w/black stripe</u>
<i>Le Mans Blue (code 71)</i>	<u>Le Mans Blue w/white stripe</u>	<u>Le Mans Blue w/black stripe</u>
<i>Olympic Gold (code 65)</i>	Olympic Gold w/white stripe	Olympic Gold w/black stripe
<i>Rally Green (code 79)</i>	Rally Green w/white stripe	<u>Rally Green w/black stripe</u>

Identifying marks:

Most of the '69 Yenko Camaros were fitted with stripes and emblems, although there were some cars ordered stripe and/or emblem delete. Yenko also offered aftermarket gauges, headers, shifters, and Atlas wheels as extra cost options.

In '69, they utilized the COPO pipeline to get the factory to install 427s into the Camaro. Here is a '69 Yenko Camaro, 1 of 5 Daytona yellow automatics. Or, for those who would rather blend into the darkness, a Fathom Green '69 Yenko Camaro. Fathom Green, such as on this '69 Yenko Camaro, proved to be a very popular color on the Camaros. Another one of the 6 colors offered on the Camaro was LeMans blue.



TUNED

CANONSBURG, PA.

1969 Yenko Chevelle

Number Produced:

4-speeds:

Autos:

Total: 99

RPO #s ordered:

C08

Vinyl roof

Optional

G180

Axle, rear, posi, 4.10

12 bolt housing, and a special ring/pinion replaced the standard units under COPO 9737.

J50

Brakes, power

This option was required by Chevrolet on all COPO cars ordered.

J52

Brakes, power disc front

This option was required by Chevrolet on all COPO cars ordered.

L78

396/375hp "L-78" engine

This was the highest rated 396 available in the Chevelle, and was replaced with the L-72 when COPO 9561 was ordered.

M-21 or M-40

Close ratio 4-speed or automatic transmission

Either a Muncie 4-speed or a 400 Turbo-Hydramatic auto was required for all COPO cars.

N40

Power steering

Optional

U63

AM radio

Optional

V48

Radiator, heavy duty

This option was required by Chevrolet on all COPO cars ordered.

COPO #s ordered:

9562

427/425hp "L-72" engine

This deleted RPO L78 and added RPO L72, along with RPO V48 (heavy duty 4-core radiator).

COPO engine code: MQ = 4-speed, MP = automatic

9737

Sports Car Conversion

This added 15 x 7 Rally wheels.

CPO rear end code: **KQ** = special HD, 4.10 posi

Transmission code: **P9xxxB** = M-21 or **69Xxxx** = 400TH

Identifying marks:

Yenko Chevelles could have come with any/all/none of the following options: Yenko hood stripes, Yenko side stripes, head rest decals, "Torque Thrust" style wheels, aftermarket tach, aftermarket gauges, Yenko emblem(s), 427 emblem(s), [NOTE: to see how the Yenko Chevelles were equipped when they arrived at Yenko Chevrolet from the Chevrolet assembly plant, check out the CPO page.]

8 Colors Ordered:	Stripe Color:	
<i>Butternut Yellow (code 40)</i>	Butternut Yellow w/white stripe	Butternut Yellow w/black stripe
<i>Dover White (code 50)</i>	Dover White w/white stripe	Dover White w/black stripe
<i>Daytona Yellow (code 76)</i>	Daytona Yellow w/white stripe	Daytona Yellow w/black stripe
<i>Fathom Green (code 57)</i>	Fathom Green w/white stripe	Fathom Green w/black stripe
<i>Garnet Red (code 52)</i>	Garnet Red w/white stripe	Garnet Red w/black stripe
<i>Hugger Orange (code 72)</i>	Hugger Orange w/white stripe	Hugger Orange w/black stripe
<i>Le Mans Blue (code 71)</i>	Le Mans Blue w/white stripe	Le Mans Blue w/black stripe
<i>Olympic Gold (code 65)</i>	Olympic Gold w/white stripe	Olympic Gold w/black stripe

For those of you who want room to move around, how about this '69 Fathom Green Yenko Chevelle. How about this Olympic Gold, automatic, Chevelle. If you want something more discreet, try this Butternut Yellow Yenko Chevelle with rally wheels. An exact opposite would be this write-me-a-ticket-red Chevelle. Why can't they build family cars like this anymore?

1969 Yenko Nova



TUNED

CANONSBURG, PA.

Number produced:

4-speeds:

Autos:

Total: 37

RPO #s ordered:

C08

Vinyl roof

Optional

G80

Axle, rear, posi, 4.10

It is believed Yenko ordered the 4.10 ratio for the Novas.

Rear end code: **BV** = special HD, 4.10 posi

J50

Brakes, power

This option was required on the L78.

J52

Brakes, power disc front

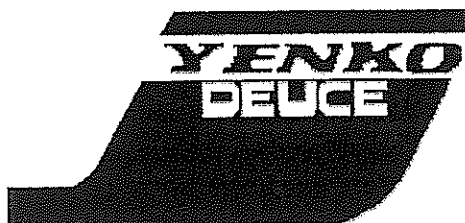
This option was required on the L78.

L78	396/375hp "L-78" engine	<i>This was the highest rated 396 available in the Nova, and it is believed the '69 Yenko Novas started out as SS396 cars.</i>
		<i>Engine code: JH = 4-speed, JL = automatic</i>
		<i>Transmission code: P9xxxB = M-21 or 69Xxxx = 400TH</i>
N40	Power steering	<i>Optional</i>
U63	AM radio	<i>Optional</i>

Outstanding features:

Not for the faint at heart was the '69 Yenko Nova. Packing the ground thumping 427, it was literally a handful, or, as some articles have suggested, "Untouchable" (in price and quickness). If it wasn't for the Yenko stripes, you might overlook this Yenko Camaro as your grandmother's car...until you drove it, of course!

1970 Yenko "Deuce" Nova



Number produced:

4 speeds: 122	Autos: 53	Total: 175
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RPO #s ordered:

731	Standard interior, black	<i>This was the standard black vinyl, bench seat</i>
G80	Axle, rear, posi, 4.10	<i>12 bolt housing, and a special ring/pinion replaced the standard units under COPO 9737.</i>
J1.2	Brakes, power, w/disc front	<i>This option was required by Chevrolet on all COPO cars ordered.</i>
L65	350/250hp engine	<i>This was the base 350ci engine in the Nova, and was replaced with the LT-1 when COPO 9010 was ordered.</i>
M20 or M35	Wide ratio 4-speed or 350 Turbo-Hydramatic transmission	<i>The M20 was the base 4-speed transmission in the Nova, while the 350TH was the base 3-speed automatic transmission in the Nova.</i>

Both of these transmissions were replaced by either the M-21 or 400TH whenever COPO 9737 was selected.

N10	Exhausts, dual	Dual exhaust was standard on 250hp or base V-8 (307) engines.
U63	AM radio	The AM radio was standard.
ZJ3	Special interior group	This included the bright trim on pedals, mirror, dome light, ect.

COPO #s ordered:

9010	350/360hp "LJ-1" engine	This deleted RPO L65 and added the same engine as used in the Z/28 Camaro.
COPO engine code: CTB = 4-speed, CTC = automatic		
9737	Sports Car Conversion	This deleted F40 and M-20, and added the F-41 suspension (which included the addition of a 13/16" front sway bar and added a rear sway bar, and was originally an SS only option), either the M-21 or 400 Turbo-Hydramatic transmission, and a special heat-treated ring and pinion.
COPO rear end code: CBW = special HD, 4.10 posi		
Transmission code: P0xxxB = M-21 or 70Wxxx = 400TH		

First 125 cars (5 colors ordered):

<u>Cortez Silver</u>	<u>Cortez Silver w/white stripes</u>	<u>Cortez Silver w/black stripes</u>
<u>Cranberry Red</u>	<u>Cranberry Red w/white stripes</u>	<u>Cranberry Red w/black stripes</u>
<u>Fathom Blue</u>	<u>Fathom Blue w/white stripes</u>	<u>Fathom Blue w/black stripes</u>
<u>Forest Green</u>	<u>Forest Green w/white stripes</u>	<u>Forest Green w/black stripes</u>
<u>Gobi Beige</u>	<u>Gobi Beige w/white stripes</u>	<u>Gobi Beige w/black stripes</u>

The first 125 cars were ordered in 5 colors, with 25 cars of each color being ordered, but there was an uneven split of cars ordered with the 4-speed, automatic, and power steering options.

Last 50 cars (5 colors ordered, including 3 new colors):

<u>Citrus Green</u>	<u>Citrus Green w/white stripes</u>	<u>Citrus Green w/black stripes</u>
<u>Cranberry Red</u>	<u>Cranberry Red w/white stripes</u>	<u>Cranberry Red w/black stripes</u>
<u>Fathom Blue</u>	<u>Fathom Blue w/white stripes</u>	<u>Fathom Blue w/black stripes</u>
<u>Hugger Orange</u>	<u>Hugger Orange w/white stripes</u>	<u>Hugger Orange w/black stripes</u>
<u>Sunflower Yellow</u>	<u>Sunflower Yellow w/white stripes</u>	<u>Sunflower Yellow w/black stripes</u>

Due to demand, 50 more cars were ordered, this time with 3 new colors replacing 3 old colors, and 10 cars of each color were ordered. Once again, there was an uneven split between cars ordered with the 4-speed, automatic, and power steering options. It is believed this second order of cars were most likely modified with Yenko specifics of stripes, wheels, Dixco hood tach, ect. by Hurst Performance in Detroit, MI.

Identifying marks:	Yenko Novas could have came with any/all/none of the following options: Yenko Deuce side stripes, Yenko Deuce hood stripes, Deuce interior decal, Yenko emblem(s), "Torque Thrust" style wheels, <u>Dixco hood tach</u> , after market guages, [NOTE: to see how the
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Yenko "Deuce" Novas were equipped when they arrived at Yenka Chevrolet from the Chevrolet assembly plant, check out the COPO page.]

1971-3 Yenka "Stinger II" Vega



Number produced:

4-speeds:

Autos:

Total:

RPO #s ordered:

COPO #s ordered:

Colors ordered:

1981 Yenka "Turbo Z" Camaro



Number produced:

4 speeds: 0

Autos: 19

Total: 19

RPO #s ordered:

1FP87 Z-28 sport coupe

This included a special ducted hood, special shocks/springs, HD stabilizer bars, dual exhaust, power disc brakes (front), and body colored 15x7" wheels with white-lettered tires. The base engine/trans for the Z-28 was the LG4 (305ci/165hp) and 4-speed wide range transmission. All '81 Yenka Camaros started out as Z-28 cars.

LM1 Engine, V8; (350ci/175hp)

The 350ci V-8 was optional with the Z-28, but mandatory on all Yenka Turbo Zs.

Engine code: D5B = automatic

MX1 Transmission, automatic;
THM350c

This was the mandatory transmission on the Z-28.

Rear end code: PW = 3.08, posi

Transmission code: Y1xxx = THM350c

Yenka options: Stage I

T.I. Turbocharger, automatic transmission, Stage I wheels, Turbo Z graphics. The Stage I package was standard equipment on all '81 Yenka Camaros, but all factory options (except sunroof) are available, as well as

Stage II

any of the Stage II options..

Same as Stage I, plus: fully adjustable Kamp leather seats, leather competition steering wheel, Turbo Z special floor mats, Koni shock absorbers, modified stabilizer bars, modular wheels, and Goodyear Wing-foot tires. Along with the Stage II package, all factory options (except sunroof) were available.

Colors ordered:					
Turbo Black	Turbo Blue	Turbo Brown	<u>Turbo Red</u>	Turbo Silver	<u>Turbo White</u>

After the insurance companies and the oil crisis hit, Yenke's high performance department cooled off a little. In 1981, Yenke decided he needed another kick--the '81 Yenke Turbo Z. This car was the last car built as the dealership changed ownership. This car has 32,000 miles and is believed to be #19. The mostly original interior, and mostly original paint and graphics are still in tact.

Sources:

Marlin Spotts, Yenke Deuce Registry

Ed Cunneen, COPO Connection

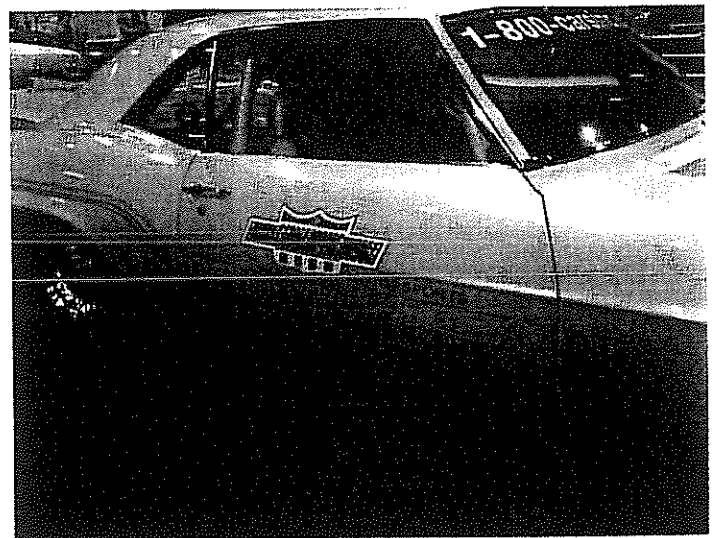
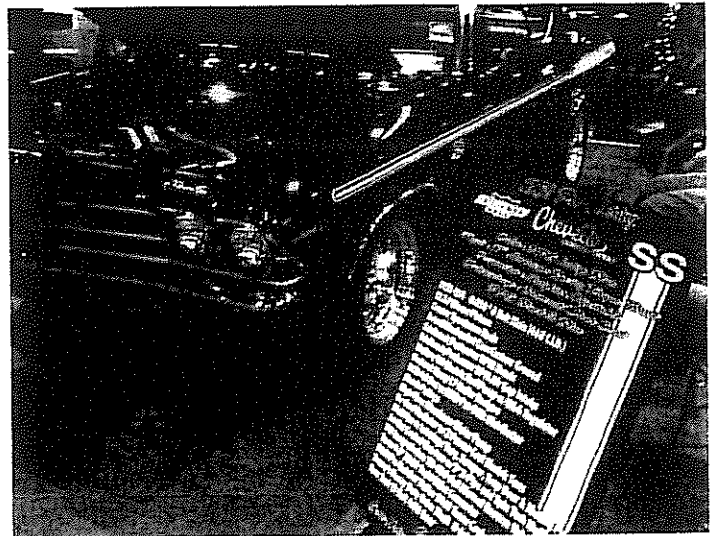
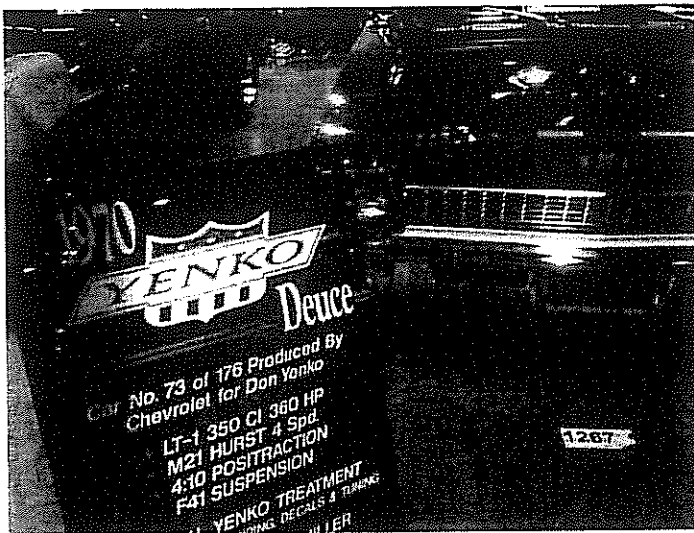
Charlie Doerge, Yenke Stinger Registry

Brian Henderson, Supercar Workshop

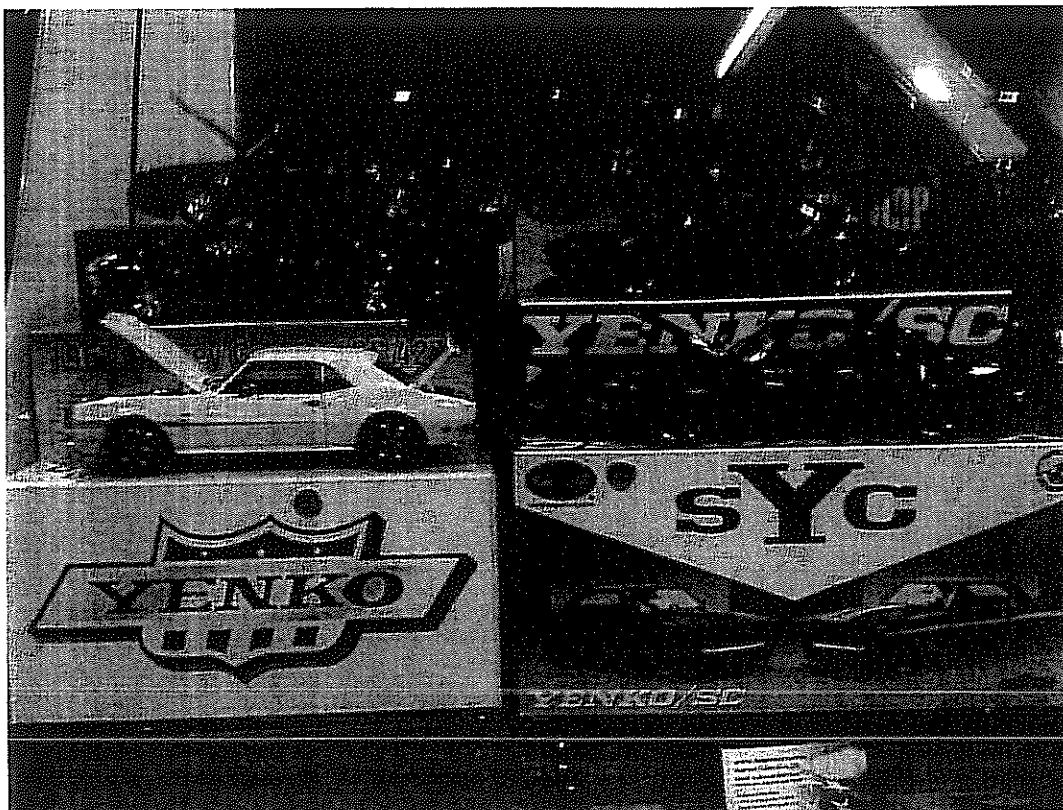
[Return to the Supercar Registry](#)

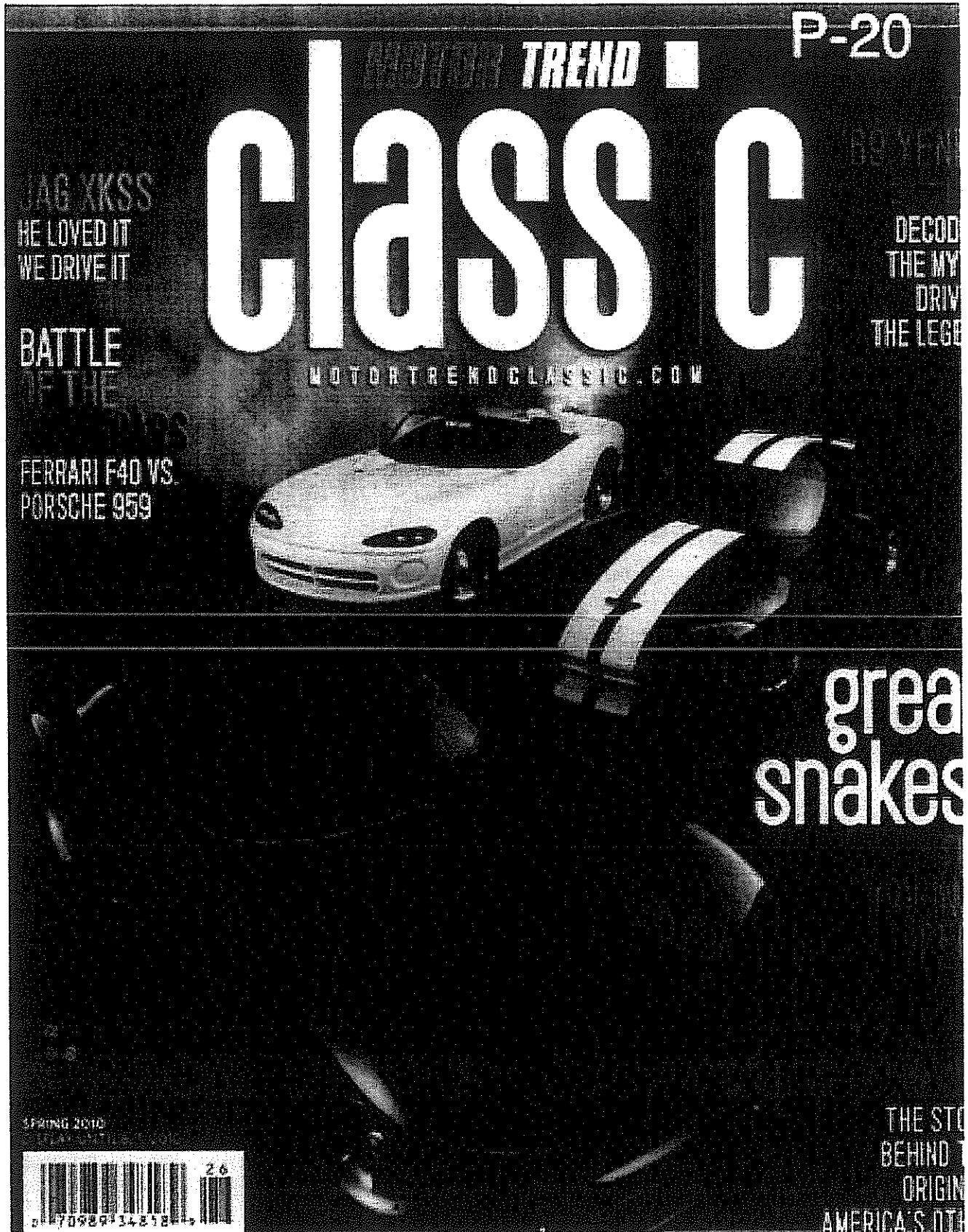
YENKO Cars At November 2009 Chicago Show

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YENKO Model Cars At November 2009 Chicago Show P-19

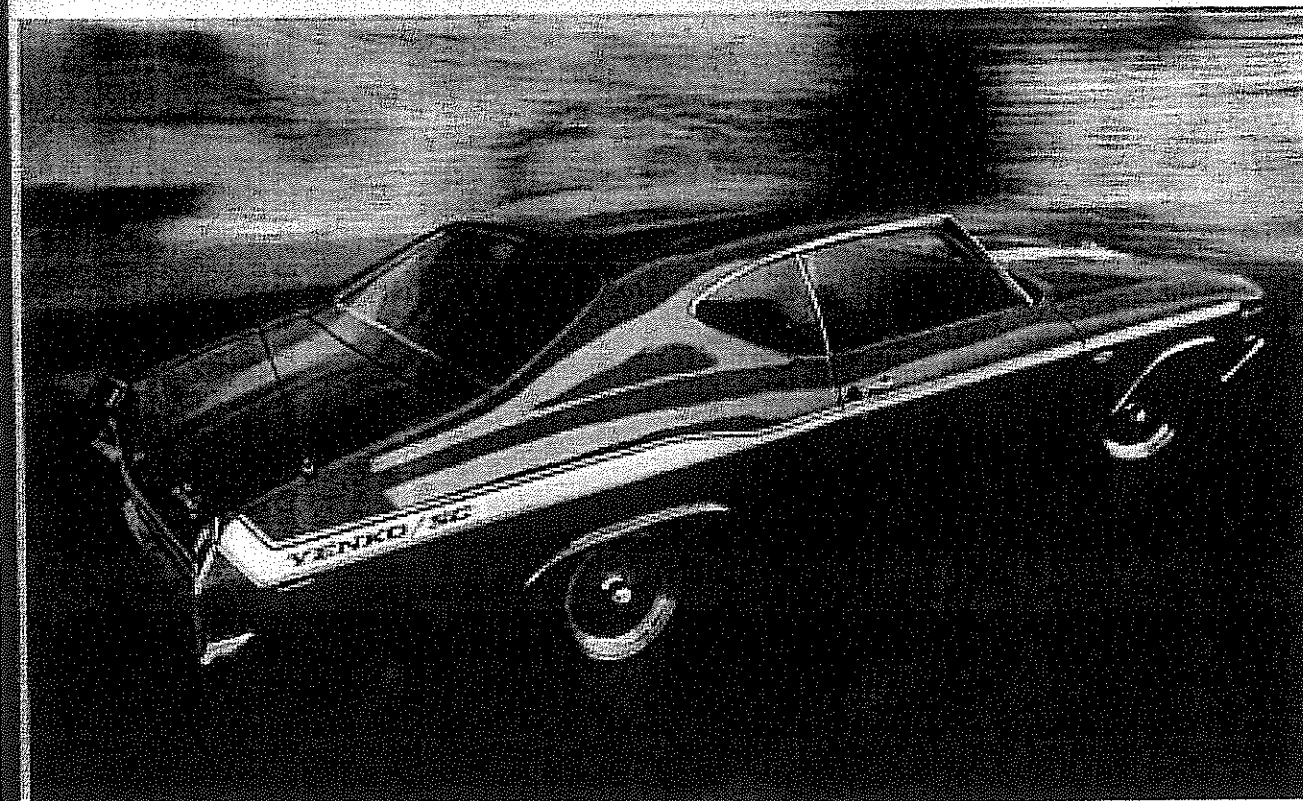




RAT. RACE.

COOD BIG BLOCKS AND YENCO TENINE
PAIR FOR THE MOST LEGENDARY
MUSCLECARS OF ALL TIME

***** JOHN KATWEEF



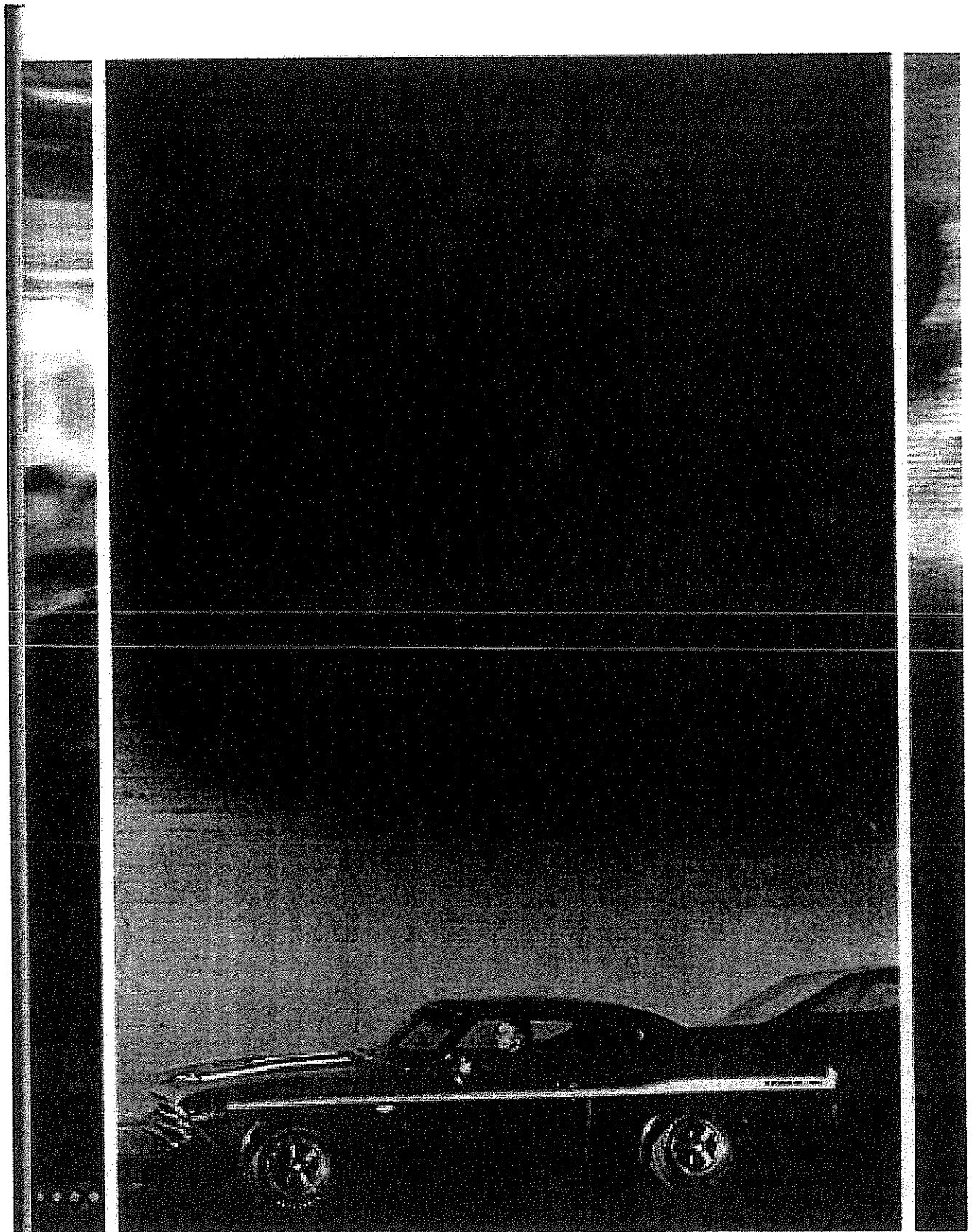
THE BIG

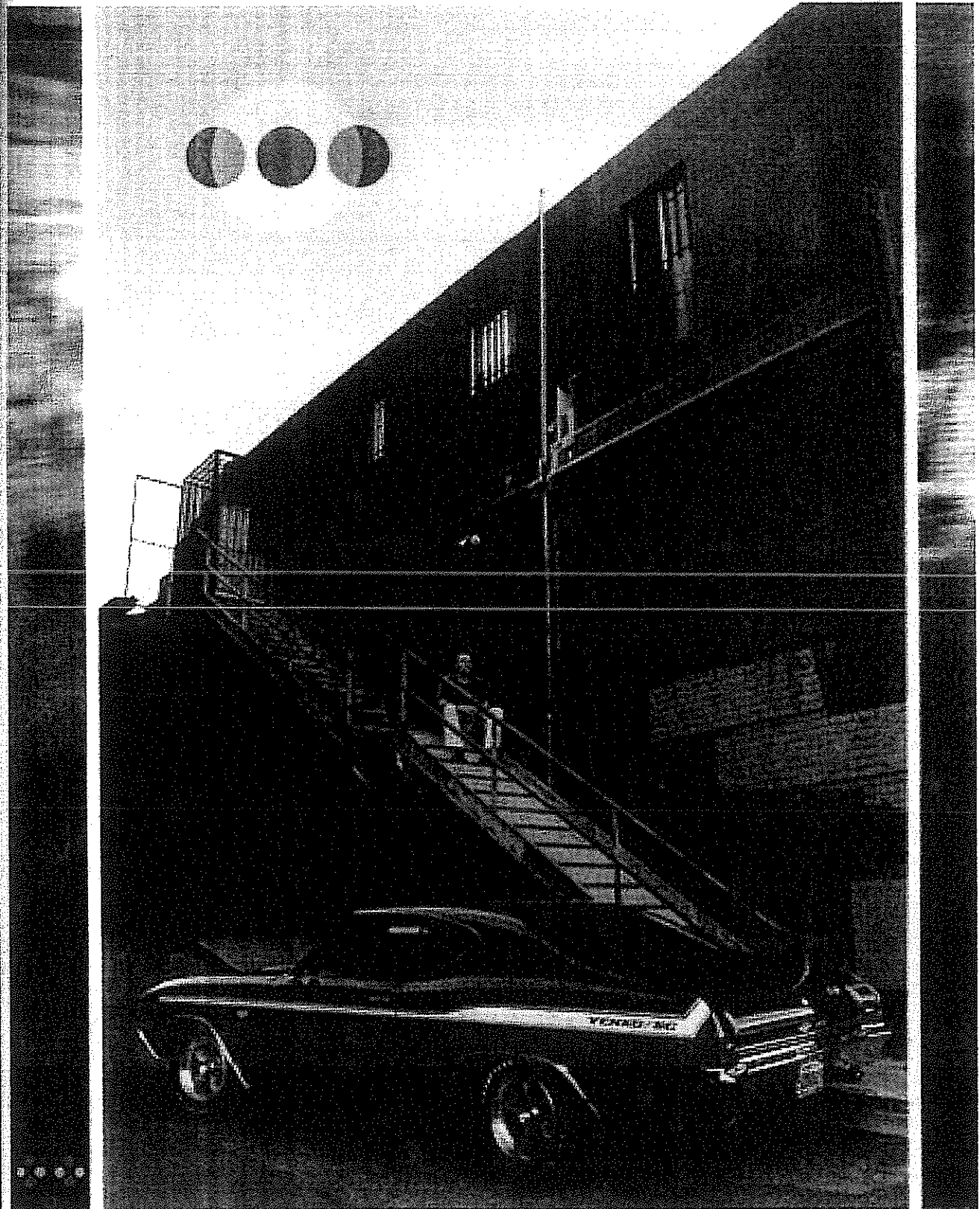
The linkage on the Soviet-controlled Hungarian frontier is tighter. By 1960, certainly, the communist approach was not correct, but more of a double-line approach in a more moderate way. The approach turned given the heavy-duty clutch is engaged, the car begins to forward and... as the car begins to

Get the thermostat, the aggressive 190-degree-diameter cathodion delivers over 100 decibels. The next logarithm is still intact, and even more here is the thing—degree employing a 100-psi vacuum technology, the most delicate an impressive exposed change that is hard to match in today's dynamic markets. Some dark, big colors and patterns are done after all these years.

The work in New York's dealership installed a special air hose log block into the 1989 truck's supercharger (COP) chamber and then the 1989-1991 trucks were "transplanted" into a new 1989-1991 pickup. A new engine—the 1989-1991 truck's crankshaft and block were not actually offered a little-known internal ordering program called "Off-High Production Order # 11913." This order enabled the customer to order a 1989-1991 Big Block Truck (or other engine). Available for a 1989-1991 pickup (COP) order along with option 1.1 (COP) was the 1989-1991. Although the 1989-1991 members offered, the result was the same—a 1989-1991 truck with a new log block (COP) order in a new 1989-1991 pickup.

While many thought the 417 engine was specially built for them, in stock 1966 Corvairs engine installed on the 440 assembly line and the 440's 417 Chevrolet brotherhood is a common phenomenon. Chevrolet is





AS TIME CURATOR for the late Otto Dunkel's world-renowned tin collection, Dr. Greg Joseph simultaneously took on duties as a high professor. Today, Joseph is so well versed in mechanical history he:

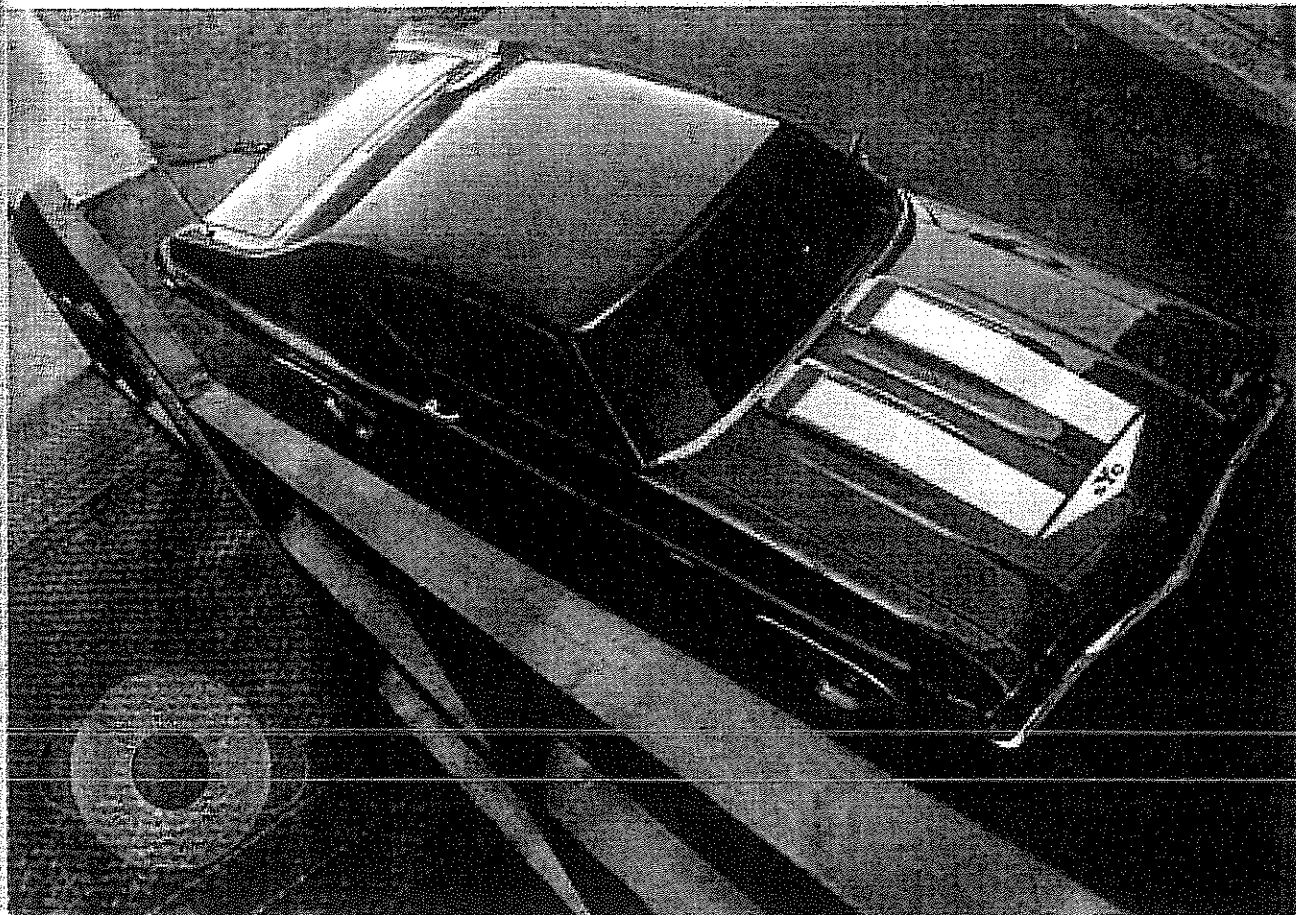
RESTORING

An unnumbered car is worth saving because of its rarity and value. Yenko Vults have been published, therefore, forgers are easy to recognize. Such as Original Parts Group and Year One offer was restoration parts.

EXPECT TO PAY: Cash
 100,000

JOIN THE CLUB: American Chevelle Enthusiasts Society (ACES).

[illegible]



As an only child, Don Yenko started a performance obsession of his father's leadership as part of an immediate business desire to race. By the late fifties, Yenko Chevrolet was a premier tuner, offering out the consumer performance parts along with personalized modifications for summer fun.

Don Yenko's first official business vehicle package was a 1966 Ford Mustang. Customers then employed the early use of GM's ordering, which, in turn, generated a low-cost built high performance package. Engine swaps and various upgrades made use of the matter, with one being the hallmark seat for performance, with the 1966 Ford Mustang offered in the Camaro (two built), Chevrolet (two built), and the Mustang (two built) on the build list with no actual conversion.

The next powered through for Yenko (and American auto enthusiasts) were great all-in-one packages. Yenko offerings were made in comparison. A Yenko "Ranger II" V8 was built out of the late model, the turbocharged upgrade was relegated to an over-the-counter option as well. EPA certification proved too much of a hurdle for a custom package.

The next Yenko named performance package was the 1968 Camaro Z-28. Yenko's Z-28 package included a turbocharger for the 390 cubic V8 engine, a special graphics package, a custom front nose, Koni shocks, aftermarket wheels, and unique leather seats. An evolution of the car was figured by Yenko's were produced. The result of Yenko's name was not lost, and Yenko Chevrolet was used in 1967.

Yenko continued with his love of auto racing and driving for many years. In 1967, Don Yenko was involved in the 1967 Camaro and the 1967 Camaro was used in 1967.



Although the 427 emblem look like something picked from another GM product, they were specially cast for Yenko.

1968 Chevrolet 427 Yenko COPO Camaro - Popular Mechanics

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11/22/09 11:09 AM



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1968 Chevrolet 427 Yenko COPO Camaro

BY KEN JURAN

Owner: David Heth-Dallas, Texas

Published in the January 1997 issue



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Hey, wait a minute. A COPO Camaro in '68? No way. It didn't exist. Wrong. It did exist. One did, anyway, and this is it.

But General Motors had a policy. No more than 400 cubic inches in intermediate and compact cars. And that included the soon-to-be-introduced 1967 Chevrolet Camaro. So at the Camaro's introduction, the biggest engine available as a regular production option was the 375-hp 396-cid V8 (RPO L78). The 396/375 was a monster engine. In fact, the same engine had been rated at 425 horsepower in the '65 Corvette, and that year's full-size models. A '67 Camaro equipped with the L78 easily ran thirties on the dragstrip and could run with anything on the street.

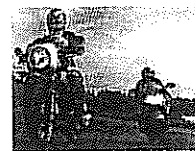
But sometimes in the 1960s car business, actual performance wasn't enough. Perceived performance was just as--if not more--important than what actually happened out there on the street from light to light. And the guy who could lay the longest patch of rubber got the girls. This was the situation in '67 at the height of the muscle car wars. You could buy any number of Mopars with 426 Hemi or 440 wedge motors. Fords were popping up all over the place with dual-quad 427s. It soon became obvious that more power was needed--or at least perceived to be needed--under the Camaro's hood. If the Camaro was to be marketed successfully against the Mustang, Barracuda, Firebird and the rest of the muscle car pack, Chevrolet was going to have to level the playing field.

Enter Don Yenko, noted Corvette road raider and Chevy dealer in Cannonsburg, Pennsylvania. He began retrofitting Camaros with the direct-swap Chevy L72 427 motor (factory-rated at 425 horsepower (optional on full-size Chevys and Corvettes) and selling them at his dealership as Yenko 427 Camaros. Yenko started with L78-equipped cars from the factory so that all the components were already heavy duty, then merely dropped the L72 motor onto the original motor mounts. Everything was dimensionally identical. There were 54 built in '67, and he continued into '68 with 64 more.

Then, tired of doing double work, Yenko convinced Chevy to do his 427 installation right on the assembly line. This, he argued, would add a factory warranty to the cars and make them more sellable. With help from heavyweight contacts in Chevy management and engineering, the Excalibur factory 427 program was born. To avoid scrutiny at the corporate level, the project was administered under a Central Office Production Order (COPO) and the engine was coded "MV 427" on all the paperwork.

For the 1969 model year, these Camaros could be ordered through Yenko's showroom and about 25 other high-performance Chevy dealers as COPO 9560 and 9561 cars. The 9560 version came with a very expensive and exotic all-aluminum ZL1 427 engine fed by a huge single Holley 4-barrel. The rating was a ridiculously low 430 horsepower. Actual output was something like 565. Alas, just 69 were produced. COPO 9561 came with a more-attainable L72 425-hp 4-barrel cast-iron engine. And until a couple of years ago, most everyone thought that was the whole COPO Camaro story.

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2009 PM CAR MAKEOVER



Eco-Muscle
Almost everyone agrees that hybrid cars are the next big step on our way to an all-electric future. But what if we

July 7

But then, Texan David Heth found this '68 for sale in Hemmings Motor News. Heth, thinking he had found one of the 64 Yenko-retrofitted cars, bought it sight unseen, accompanied by the original factory build sheet. After having the paperwork authenticated and the build codes cross-referenced to Chevy's old files, he realized the car he bought was actually a COPO. Yup! This is the lone '68 prototype built to test-fit all the '69 COPOs that followed. Its VIN, COPO 9737 1001 (Yenko serial number 8008), makes it possibly the rarest muscle car ever.

Under the unique Yenko-only fiberglass hood sits the original cast-iron L72 V8. Other than the hood's twin nostrils, only a few badges and a red "Y" on each spindle cap identify the rather plain exterior as a Yenko. In fact, this Fathom Blue coupe rolled out of the factory on its Wide-Oval tires as a nose stripe-delete car. The racy white mustache was added later at Yenko Chevrolet in Cannonsburg because the car looked too plain. Then it was shipped to Jay Kline Chevrolet in Minneapolis where, ironically, the first COPO was eventually sold as a leftover in December of '68 to Michael Fell, a recently returned Vietnam jet fighter pilot.

The other unique feature on this car is the Pontiac Rally II wheels, which were optional on Firebirds, GTOs and other Pontiacs but certainly not Chevrolet Camaros. They were also installed by Yenko to give the car a distinctive look from other Camaros.

David Heth's Yenko Motorsports in Vista, California, is dedicated to keeping this COPO Camaro alive. And some lucky car nut is going to take it home in October 1997 as the winner of the "One And Only On The Planet" Sweepstakes. For more information on the contest, contact Larry Weiner at Yenko Motorsports, 914 S. Santa Fe, Suite 101, Vista, California, 888-689-3656, fax 619-630-3085.

Reader Comments (18)

18. RE: 1968 Chevrolet 427 Yenko COPO Camaro

To comment # 5, what are you going to do with this car, that is a tough statement to back up. I although I believe you the rest of the camaro people would have question of that car, there are many 3s to check out including your partial vins on pass side, some have 2, one on top offirewall under the cowl panel and one under the heater box on firewall, at least my 68 SS 396 convert has them there, is still in pieces, found it in a Detroit Garage never been apart before me doing it. I would like to get what ever info you have so I may compare, I have no documentation, I am the 3rd owner, the guy I bought it from said he bought it from a GM Executive in 1969-70, but all numbers match from rear axle to trans to engine to fisher body, I have never known of a Yenko or COPO convertible ever produced.

17. RE: 1968 Chevrolet 427 Yenko COPO Camaro

<http://www.holisticpage.com/camaro/camaros/copo.htm> has a decent description of all the 427 motors made in 67 and 68.

16. RE: 1968 Chevrolet 427 Yenko COPO Camaro

When I got out of the army I ordered what I will call a "plain jane" 1968 camaro from Fort Sumpter Chevrolet in Charleston, SC. I specified 427 cu in, M22 trans and a 410 posi 12 bolt. No extras. When the car came in, I almost did not take it due to the fact it had the rally sport front grill with hidden headlights and had the egg crate grill, 396 and SS emblems. After some arguing and proof with numbers that it was actually a 427, 425 hp motor I bought the car for \$2886.00. I have had people over the years tell me that only Baldwin or Yenko had 427 camaros. I had never heard of a COPO camaro until a few years back. All I have to say is that I know what I bought. The car was in an accident and totaled in late 1969.

15. RE: 1968 Chevrolet 427 Yenko COPO Camaro

My cousin bought a 68 RS with a counter 427 in it, I believe it was an original 375 car and am going to search the title, maybe it's one probly not.

14. RE: 1968 Chevrolet 427 Yenko COPO Camaro

Whats the going price for an original 427 3963512? These days AND where can I find one? Thanks

13. RE: 1968 Chevrolet 427 Yenko COPO Camaro

1968 camaro, late in life I need to experience a big block, sure ive got a BUTLER-ARNTZ SHELBY 347 C I FORD WINDSOR 443HP, 427FLB, and when I get traction it does 12.8/112mph but I want 1968 L78 CAMARO-----please

12. RE: 1968 Chevrolet 427 Yenko COPO Camaro

In the early '70s I bought a 68 Camaro from an insurance co. it had the front end stolen. After getting it put together we realized it was a Yenko, but at the time and my youth I did not realize what a Yenko was. I sold the car in 1973 to a guy in North Dakota, it is rumored that he sold it to a guy that wanted just the TAGS off it (car was rusted bad). Also rumored that this guy was arrested for selling fraud autos by the F.B.I. Does anybody have any knowledge on this? I would like to know?

11. RE: 1968 Chevrolet 427 Yenko COPO Camaro

I was checking out your web site and was curious if the late 60's yenko's come with aluminum big blocks. The reason I ask is, an older gentleman I know said he used to race drag boats in the late 70's and had an all aluminum Yenko big block complete with heads that he used in his drag boat. If they were produced, how many were and what is the value of it. He has offered to sell it to me, but I want to make sure it is what he says it is and make sure I get a deal on it. How can I tell what year model the block and heads are? Thanks, John Jones

10. RE: 1968 Chevrolet 427 Yenko COPO Camaro

sorry my neice needed some thing and i hit enter the first time but i have a 427 from a truck what is the stock hp from the engine it is stock iam planning on building it but i wanted 2 now what is the difference between a truck 427 and a nova, etc 427?

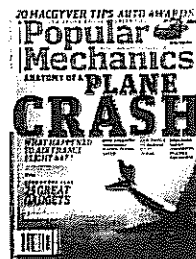
9. RE: 1968 Chevrolet 427 Yenko COPO Camaro



use two parallel powertrains, gas and electric, to drive a full size car? That way, we can offer the muscular V8

performance that buyers crave, yet still produce zero emissions around town.

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If you saw Quentin Tarantino's *Death Proof*, then you got to see a Challenger in one of the greatest car chases in recent film history. Tarantino used a white Challenger as an homage to *Vanishing Point*, but in any color, the Challenger was a hot car (even without the ejector seat seen in *2 Fast 2 Furious*).


1969 Chevrolet Camaro Yenko sYc



Muscle car fans like to talk down to the import tuner crowd by saying "there's no replacement for displacement," and it's cars like the Yenko Camaro that back up that kind of talk. In case you were wondering, the sYc stands for Yenko Super Car.

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COMMENTS (1-20 OF 25 DISCUSSIONS) | [REPLY](#)



jokerboy1991 writes:
on Apr 01 2009 12:14 PM

I didn't like the new Fast and Furious movie, thought it was mediocre, though if u are a fan of the series then you'll like it. Also the Dodge Charger IS the coolest one.

P-23

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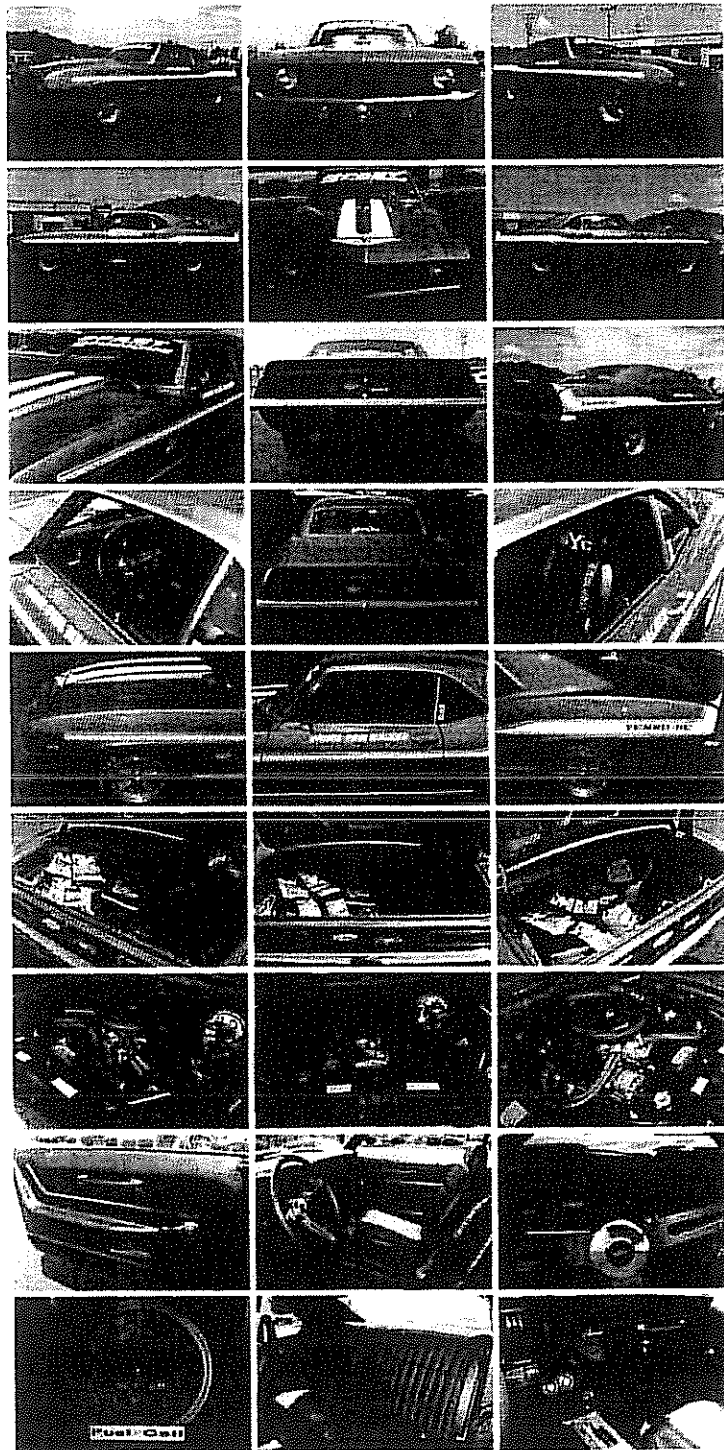
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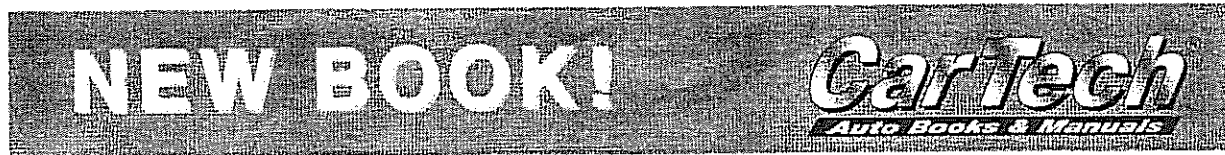
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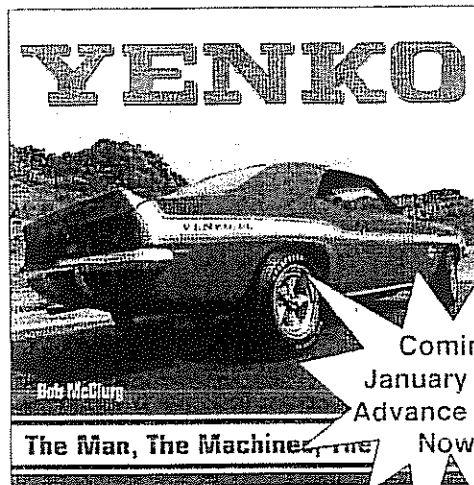


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YENKO

The Man, The Machines, The Legend



Coming
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- ✦ The only full and complete history of Yenko Sportscars, Inc., covering each and every specialty car produced.
- ✦ Features never-before-seen family photos and insider interviews from the people who were there.
- ✦ Written by acclaimed author/photographer Bob McClurg, who was present at original road tests of Yenko Camaros.

There is no question the collectible muscle car market is hot, and there are few cars hotter than those sold with the distinctive Yenko stripes and badges. A wide range of Chevrolet cars that received Yenko treatment, starting with the Stinger Corvairs and finishing with turbocharged Camaros and Vegas. In between these projects, Don Yenko would work his magic on Novas, Chevelles, and of course the legendary first-generation Camaros.

YENKO: The Man, The Machines, The Legend follows the life of Don Yenko from birth to his untimely passing and offers an in-depth look into the man behind the legendary cars. While the cars will always be the stars, the story of how they came to be is a fascinating one, and author Bob McClurg interviewed Yenko family members, former employees, family friends, and professional contemporaries to get the complete story behind the legendary Yenko name. Never before has the Yenko story been told in such detail and depth first-hand.

In a time when such cars can command million dollar plus bids, the story behind them swirls with myth and legend. Get the complete and accurate authorized history with *YENKO: The Man, The Machines, The Legend* and learn the whole truth.

10 x 10", 192 pages, 350 color & 100 b/w photos.
Hardcover. ISBN: 9781932494853.

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About the Author

Bob McClurg grew up in 1950s southern California, where he was surrounded (and heavily influenced) by early hot rod culture. In 1966 Bob shot his first drag race at Lions Associated Drag Strip, and a four-plus-decade career in racing photography was launched. Bob's photos have been published in all the major drag racing publications, as well as previous CarTech titles including, *Diggers*, *Funnies*, *Gassers & Altered's* and *How to Build Supercharged and Turbocharged Small-Block Fords*.

ADVANCE ORDER!

I would like to advance order _____ copies of *Yenko: The Man, The Machines, The Legend*. I understand that the book(s) will be shipped to me as soon as they are available (Approximately January 2010), & that my Visa/Mastercard will not be charged until my order has shipped.

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If paying by check, please enclose a total of \$39.95 per copy, plus a one-time shipping and handling fee of \$6.95 (MN residents, please add 6.5% sales tax). If paying by Visa or Mastercard, your card will be charged this amount when your order is shipped to you.

☐ Check enclosed ☐ Please bill my Visa or Mastercard

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Signature: _____

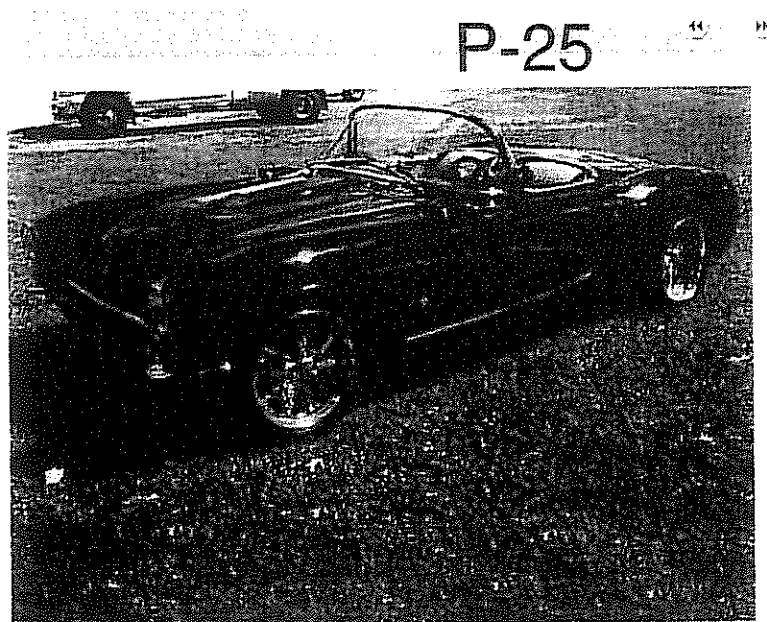
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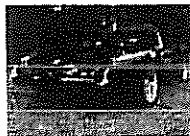
1957 Yenko Wildfire Corvette

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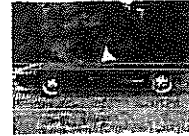
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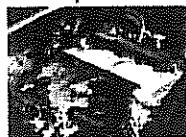
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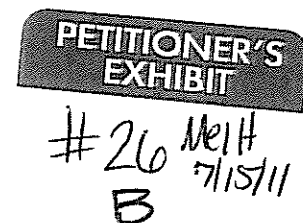
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Description: 1957 Yenko Wildfire Corvette

\$140,000 2008 Barrett-Jackson Auction Scottsdale AZ

We've seen the name Yenko adorning 657 cars built under Don's tutelage. We've watched as it popped up on hundreds of fakes and well done re-creations. We've collected T-shirts, caps and decals with the Yenko likeness installed. But, what would Don build today if he were still with us? Who better to consult with than his Performance Manager, Donna Mae Mims, best friend, Bob McClure, and long time co-conspirator and friend, Bill Rea. Don't forget that during our last meal together, he said "Bill, there's just no money in domestic car sales anymore." He went to Honda, Subaru, Porsche and Mazda shortly thereafter. The route we took was a bit unique. After building a limited run of Corvette, Camaro, SSR and Caddy's from 2002 through 2005, we decided on a "road less traveled." A series of cars based on timeless beauty, function and form was soon underway. We "Baby Boomers" wanted cars that took us back to the 50's and 60's, but that were lightning quick, luxurious and durable as Detroit's best today. Ask an Air Force pilot to name the most beautiful plane ever to fly and most of them will argue between the WWII P51 Mustang and the latest F16 fighter jet.

Along those lines, we call our newest creation, the Yenko Wildfire Commemorative Series Corvette. Our goal at Yenko was to blend state-of-the-art technology with true automotive art. We began by coercing my attorney to part with his original



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DECLARATION OF THOMAS CLARY

My name is Thomas Clary and I reside in Alton, Missouri. I am the founder and president of the Yenko Sportscar Club, and am personally familiar with the facts set forth in this Declaration.

I founded the Yenko Sportscar Club in 1998 pursuant to the written permission and license of the Estate of Donald Frank Yenko. Since that time the Club has developed and continues to enjoy a large following of devoted automobile enthusiasts. One of the numerous services which the Club provides to its members and to the automobile collector community is that of keeping updated records of all YENKO automobiles and of their present owners and locations.

The Club also maintains a website at www.yenko.net where its members and other enthusiasts can learn about Don Yenko's history and achievements and keep track of the ownership of the many original YENKO high-performance cars that still remain in existence. The following exhibits, taken from the Club's website, illustrate how strong the YENKO name and brand remain after almost fifty years:

15. Don Yenko personal history (Discovery Production No. 31)
16. Summary history of Yenko automobiles, 1966-1981 (Initial Disclosure Ex. 5, Discovery Production No. 30)
17. Detailed history of Yenko models, years, and production numbers (Initial Disclosure Ex. 4)

The continuing enthusiasm for Yenko automobiles and Yenko-related merchandise is further illustrated by the following photographs taken at a November 2009 high-performance

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auto show in Chicago, Illinois. The first shows a selection of several YENKO automobiles, mostly original, while the second shows a group of scale models (not “toys”) which faithfully reproduce the details of the originals. I believe that at least some of the latter group were made by the former owner of the trademark registration in question, Supercar Collectibles, until that registration was purchased by Jeff Leonard or one his corporations.

19. Photo Group: Original and replica YENKO cars at 11/2009 Chicago Show (Initial Disclosure Ex. 12, Discovery Production No. 28)

20. Photo Group: YENKO Model Cars At November 2009 Chicago Show (Initial Disclosure Ex. 13)

In my position as founder and president of the Club, and as a long-time auto enthusiast, I also try to follow the popular automotive press and keep current on items of current interest. In that respect I have personally observed a strong continuing general interest in YENKO automobiles, as exemplified by the following examples of recent publications:

20. MOTOR TREND CLASSIC magazine, Spring 2010 special edition – cover and eight internal pages of photos and text (Initial Disclosure Ex. 6)

21. POPULAR MECHANICS magazine article reprint, Spring 1997 (Initial Disclosure Ex. 7)

22. ROTTEN TOMATOES Internet movie review, “The Fast And The Furious”, 2009 (Initial Disclosure Ex. 8)

23. THE FAST LANE Internet advertisement for replica Yenke Camaro S/C, Spring 2010 (Initial Disclosure Ex. 9)

24. CAR TECH advertisement for book “YENKO, The Man, The Machines, The Legend”, 2010 (Initial Disclosure Ex. 10)

Finally, and again from my personal knowledge, I can say with authority that there is today a strong and active market in genuine (and even “replica”) YENKO automobiles, often at

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very high prices, as exemplified by the following 2008 Internet advertisement for a supposedly original 1957 YENKO Corvette:

25. Internet ad: 1957 Yenko Wildfire Corvette offered for \$140,000 (2/13/2008)
(Discovery Production No. 38)

In conclusion, both from my personal knowledge and in my opinion as the founder and long-time president of the Yenko Sportscar Club, the existence of unauthorized sellers of products and services under the YENKO name and marks by individuals such as Jeff Leonard and his companies has caused and is continuing to cause confusion in the automotive trade and among enthusiasts and collectors of vintage American high-performance automobiles and accessories. It is also causing economic harm to the Yenko Estate and heirs by depriving them of their proper right to control and profit from the licensing of Don Yenko's name, marks and reputation.

DECLARATION: The undersigned, being hereby warned that willful false statements and the like so made are punishable by fine or imprisonment, or both under 18 U.S.C. 1001, declares that all statements of his own knowledge hereinabove are true, and all statements made on information and belief are believed to be true.

Signed: /Tom Clary/

Tom Clary

Date: 4-21-2011